

# MARTELL'S BRANDY

As SUPPLIED TO THE HOSPITALS  
PER DOZEN.....\$30.00  
SOLE AGENTS—  
**H. PRICE & CO.,**  
12, Queen's Road.

# Hongkong Daily Press.

ESTABLISHED 1857.

"GRAND PRIX" PARIS 1900  
The Highest Possible Award.  
**JOSEPH  
GILLOTT'S  
PENS.**  
Of Highest Quality, and having  
Greatest Durability, are there-  
fore CHEAPEST.  
The Only Award Chicago, 1893.

No. 13,959 號玖拾伍百玖千壹萬第 日柒十月壹十年捌十二緒光 HONGKONG, TUE-DAY, DECEMBER 16TH, 1902. 式拜禮 號陸十月式十年貳零百九仟壹英港香 PRICE, \$24 PER MONTH

## A. S. WATSON & CO. LIMITED.

SENDERS OF  
**CHRISTMAS CARDS**  
WILL FIND AN  
ORIGINAL AND ARTISTIC SELECTION  
AT THE  
**HONGKONG DISPENSARY.**

CUTLER, PALMER  
& CO.'S

Price \$11.75 PER DOZEN

Net

Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
**SIEMSEN & CO., Hongkong.**

## HONGKONG HIGH-LEVEL TEAM- WAYS COMPANY, LIMITED.

### TIME TABLE.

WEEK DAYS.	
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.30 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 8.00 p.m.	Every 15 minutes.
NIGHT CARS.	
45 p.m. to 9 p.m.	9.45 to 11.15 p.m., very 1 hour.
SUNDAYS.	
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 8.00 p.m.	Every 15 minutes.
NIGHT CARS on Week Days	
Extra cars at 11.30 p.m. and 11.45 p.m.	
SPECIAL CARS by arrangement at the Com- pany's Office, 38 & 40, Queen's Road Central.	
JOHN D. HUMPHREYS & SON, General Managers.	
Hongkong, 1st October, 1902.	

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having  
a First-class Machine, and the above  
Establishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOCOLE" CYCLES,  
and we also supply fittings of every description.  
Bargains can be had in Second-hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a Speciality.

MCKIRDY & CO.,  
43 & 45A, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901.

## MACLAREN'S IMPERIAL CANADIAN CHEESE.

Wholesale and Retail from

**LANE, CRAWFORD & CO.,**  
SOLE AGENTS.  
Hongkong, 22nd October, 1902.

## GREEN ISLAND CEMENT COMPANY.

### PORTLAND CEMENT.

In Casks of 37½ lbs. net 16 per Cask ex Factory.  
In Bags of 250 lbs. net \$1.75 per bag ex Factory.  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Ho g'coaf. 3rd December, 1902.

### CASH BAZAAR.

No. 16, LYNCHES TERRACE.  
JUST RECEIVED a Large and Fashion-  
able Stock of Ladies' and Gentlemen's  
Clothes; Various Kinds of Dress Stuffs; Coloured  
Silk and Satin; Lace; Handkerchiefs; Silk  
Woolen and Sequin Trimmings; Ladies'  
Gentlemen's, and Children's Boots, Shoes and  
Slippers; Coatings of Tweeds and Serges;  
Woolen Suits, Sweaters, and Socks; Linen  
Table Cloths and Napkins; Turkish Towels;  
Assorted Kinds of Toys; Xmas and New Year  
Cards, &c.  
Hongkong, 9th December, 1902.

## LANE, CRAWFORD & CO. FURNISHING DEPARTMENT.

WINTER SEASON'S GOODS JUST ARRIVED.

AXMINSTER CARPET SQUARES.  
VELVET PILE AND BRUSSELS CARPETS.  
CENTRE RUGS AND MATS.  
CHENILLE AND TAPESTRY CURTAINS.  
&c., &c., &c.

## LANE, CRAWFORD & CO. THE CHOICEST AND BEST VARIETIES OF CONFECTIONERY

FROM  
PARIS, LONDON, BOSTON, NEW YORK.

**G. GIRAULT,**

6, QUEEN'S ROAD.

## REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

**SIEMSEN & CO.**  
SOLE AGENTS.

OWING TO REPAIRS TO OUR PRESENT PREMISES, WE

HAVE THIS DAY

REMOVED TO 16, QUEEN'S ROAD

(ENTRANCE BOTTOM OF ZETLAND STREET).

Telephone No. 75.

## CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

Hongkong, 15th December, 1902.

## W. BREWER & CO. 23 and 25, QUEEN'S ROAD.

### NEW CHRISTMAS STOCK.

A VERY LARGE VARIETY OF  
CHRISTMAS AND NEW  
YEAR CARDS.

WRITING CASES.  
LETTER CASES.  
POCKET BOOKS.  
CIGAR CASES.  
CIGARETTE CASES.  
B B PIPES.

A VERY LARGE STOCK OF JUVENILE  
BOOKS SUITABLE FOR PRIZES  
OR PRESENTS.

ANNUAL VOLUMES.  
TUCK'S PICTURE BOOKS.  
TENNIS GOODS.  
TABLE TENNIS OR PING-PONG.

SANDOW'S GRIP DUMBBELLS AND  
DEVELOPERS.

SETS OF PATIENCE, BEZIQUE,  
EUCHRE, BRIDGE, &c., IN  
HANDSOME BOXES.

A NEW LOT OF VIEWS OF  
HONGKONG.

EGYPTIAN CIGARETTES.

SULTANS \$2.00; PASHAS \$2.50 PER 100;  
ALSO A LARGE VARIETY OF  
OTHER MAKERS.

GALES OF ALL KINDS.

NEW BOOKS BY EVERY ENGLISH  
MAIL.

A VERY FINE STOCK OF  
ENGRAVINGS.

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC,**  
\$25 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

**IMPERIAL BRANDY**  
\$12.50 PER CASE.

**THE ELITE OF WHISKY—  
THE "PALL MALL,"**  
\$22 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY,**  
\$11.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

## C. P. & Co.'s INVALIDS' PORT

\$22 PER DOZ.

This fine Wine is old, soft, and of grand favour.  
See analysis and certificate by Professor Cassall.

**DOURO PORT,**

\$15.75 PER DOZ.

A fine, full, and fruity wine.

**AMOROSO SHERRY,**

\$22 PER DOZ.

**LA TORRE SHERRY,**

\$18.50 PER DOZ.

A natural and most pleasant wine to the taste.

**BENEDICTINE LIQUEUR—  
D.O.M.,**  
\$43.75 PER DOZ. QUARTS.

\$45.50 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

## VICTORIA LITHOGRAPHIC WORKS.

31, WYNDHAM STREET.

CENTRAL AGENCY—J. LANDHOLT, THE PHARMACY, 114, QUEEN'S ROAD CENTRAL.

### VISITING CARDS

Engraved and Printed equal to the best  
Copperplate work.

### CHEQUES, BILLS OF EXCHANGE

COMPADORE ORDERS,  
Engraved and Printed by European Artist.

## THE SAFETY VALVE OF HEALTH

IS, NOT TO BE OBTAINED IN HARMFUL MINERAL PURGATIVES, BUT

WHEN SUFFERING FROM BRAIN FOG, INDIGESTION, BILIOUSNESS,

LIVER AND KIDNEY DISORDER, &c., THERE IS NO DOUBTING THE

EFFICACY OF

**TONINE.**

IT REFRESHES THE STRONG, RESTORES THE WEAK, REVIVES THE  
DEPRESSED.

## WATKINS, LD., HONGKONG.

**PHOTO-PLATES, PAPERS  
GRAPHIC AND CHEMICALS**

HASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.

## NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY!

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO  
**HONGKONG ELECTRIC LIGHT CO.** or **SIEMSEN & CO.**

## COTTAM & CO.

HATTERS. FOR HOSIERS

EVENING DRESS SHIRTS, WHITE TIES,  
BOWS, COURT SHOES, KID GLOVES, SILK SOCKS,  
CAPS, AND TAM O'SHANTERS.

## C. LAZARUS & CO.

60 & 61, BENTINCK STREET,

CALCUTTA.

Telegraphic Address: "MAHOGANY,"

CALCUTTA.

A.B.C. Code, 4th Edition, used.

## THE STANDARD INDIAN BILLIARD TABLE

made throughout in Calcutta of thoroughly  
seasoned solid wood and fitted with extra low  
cushions: Guaranteed to stand the TROPICAL  
CLIMATE.  
Price, complete, with accessories for Billiards,  
Rs. 1,450, packed.

C. L. & Co. take all RISKS against  
BREAKAGE.

Latest PRICE LIST can be had from  
"HONGKONG DAILY PRESS" Office.

[2119-3]

NOTICE.

**THE HONGKONG TRAMWAYS  
ELECTRIC COMPANY, LIMITED**  
hereby gives notice that under Section 7 of  
Ordinance 10 of 1902, they intend to apply to  
His Excellency The Governor in Council for  
approval to construct and maintain a Siding  
with two Junctions from the lines in Praya  
East along Percival and Russell Streets,  
together with two Junctions into Inland Lots  
724, 725, 727 and 728.

**SHEWAN TOMES & CO.,**  
Agents.  
Hongkong, 13th December, 1902.

**M. R. CHADWICK** [K E W]

**DENTAL SURGEON,**  
No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.  
Hongkong, 19th March, 1902.

**A JUNIOR PORTUGUESE CLERK** for  
General Office Work. Must possess  
intelligence and good handwriting.  
Apply by letter to—

C. B. A.,  
Care of Daily Press Office.  
Hongkong, 2nd December, 1902.

**SHANGHAI RACE CLUB.**

**WANTED.**  
A SECRETARY for the above, for which  
post Applications should be sent in to  
the undersigned on or before SATURDAY,  
the 20th December, 1902.

B. A. CLARKE,  
Chairman.  
Shanghai, 4th December, 1902.

## WANTED.

**TWO UNFURNISHED ROOMS** in a  
healthy, nicely situated house. Kowloon  
preferred.  
Apply by letter to— Box 165,  
Care of Daily Press Office.  
Hongkong, 8th December, 1902.

**WANTED.**  
**A FOUR-TO SIX-ROOMED HOUSE** for  
residence at Kowloon, at once or later.  
Apply to—  
**INSPECTION NORDD. LLOYD,**  
Hongkong, 8th December, 1902.

**WANTED.**  
**A EUROPEAN ASSISTANT** experienced  
in Shipping and General Office Work.  
State Salary.  
Apply by letter to— No. 101,  
Care of Daily Press Office.  
Hongkong, 2nd December, 1902.

**HOTELS**

**THE QUEEN'S HOTEL,**  
ELGIN ROAD, KOWLOON.

Three minutes' walk from the Steamer  
Wharves, and seven minutes by Ferry-launch  
from the City of Victoria.

A First-class Hotel with thirty-five very  
Bedrooms.

Board and Residence:—  
By the day.....From \$5 to \$7.00  
" month.....\$85 to \$110.00  
" for Married Couple.....\$160.00  
Everything of the Best.

Dinner Parties by Special Arrangement.  
Billiards (Thurston Match Table).  
Most perfect culinary arrangements.  
Food both in European and Eastern styles.  
H. RUTTONJEE,  
Proprietor.

Hongkong, 25th November, 1901.

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
MACAO.

THIS First-class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.

L. HING KEE, Proprietor  
Telegraphic address "HINGKEE" [a 14]

**VICTORIA HOTEL,**  
SHAMEN CANTON,  
BRITISH CONCESSION.

GOOD Accommodation.  
Excellent Cuisine.  
Every Convenience for Tourists.

T. E. D. CRUZ, Manager.  
Canton, 1st October, 1901.

**HOTEL INTERNACIONAL.**

THE CHEAPEST HOTEL in Macao  
Beautifully situated in Praya Grande  
next to Government House.  
Telegraphic Address: "Internacional"  
Apply to—  
THE MANAGER.  
Hongkong, 4th October, 1902.

## PORTS AND SHERRIES

At Moderate Prices, to Suit

ALL TASTES.

PRICE LIST ON APPLICATION.

**H. PRICE & CO.,**

12, Queen's Road.

HOTELS.

## HONGKONG HOTEL

A First Class Hotel in every respect.  
Elegantly Furnished Reading, Drawing,  
Music and Smoking Rooms.  
Private Bar and Billiard Rooms for Hotel  
Residents.  
Dining Accommodation for 300 persons.  
Private Dining Rooms.  
Special Dining Room for large parties.  
Ladies' Afternoon Tea Rooms with European  
Matron in attendance.  
Ladies' Cloak Room.  
Ping-Pong Room.  
Hydraulic Elevators to every floor.  
Electric Lighting.  
Electric Fans (if required).  
Hot and Cold Water throughout.  
Wines and Groceries specially imported by  
the Hotel.  
Wines cooled by Hotel refrigerating  
machinery.  
Hotel Linen washed on the premises by  
machinery.  
Bedroom Accommodation—131 rooms.  
Fire Extinguishing Mains and Emergency  
Bells on every floor.

CHARGES MODERATE.

H. HAYNES,

Manager.

## THE PEAK HOTEL.

Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South-  
West Monsoon.

A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.

Telephone No. 29.  
Town Office: 7, DUNDRELL STREET.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea Rooms.  
Private Bar and Billiard Rooms.  
Rooms specially reserved for Captains of the  
Mercantile Marine.

Hot and Cold Water throughout.  
Electrically Lighted.  
Electric Passenger Elevator to each floor.  
Table D Hotel at separate tables.  
For Terms, &c., apply to the—  
MANAGER.

Hongkong, 24th October, 1902.

## HOTEL CRAIGIEBURN.

PUNKET'S GAP, The PEAK, near the  
Tram Terminus.  
Tel. 55.  
For Terms, apply to the  
MANAGER.

Hongkong, 2nd July, 1900.

## CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.  
Excellent Cuisine and Wines.  
Large and lofty Rooms, elegantly furnished.  
Hydraulic Elevator, hot and cold water  
throughout.  
Special Rates for Tourists.  
Lunch, Service for Guests.  
For Terms, apply to the  
MANAGER.

Hongkong, 31st October, 1902.

## "BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA)

MACAO

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. Heungshan), daily to and  
from Hong



[FROM OUR CORRESPONDENT.]

Macao, 14th December.

**PROPOSED BREWERY IN MACAO.**  
We understand on good authority that some difficulty has arisen in the negotiations for the establishment of a brewery on a site in the neighbourhood of the Military Hospital. The arrangements were being carried out by an Austrian gentleman, representative of a well known French firm in Hongkong, and the difficulty has arisen from the statement of the Macao authorities that in the event of the Avenida being lengthened, and carried over the site allotted for the brewery, no compensation will be awarded to the Company. Such a possibility is not unreasonably viewed with considerable concern by the promoters of the new enterprise, and it appears that the French Consul at Hongkong has been over to Macao to make a strong protest on the subject, with what results we are not yet in a position to state. In view of the fact that the water of Macao has been proved to be the best of many samples analysed in different parts of China, and that the institution of a brewery would be most beneficial to the Colony both from an industrial and a commercial point of view, it seems a great pity if it does not receive the best support which the Government can give it.

**THE NEW GOVERNOR.**

The New Governor, Senhor Fernando de Noronha, is due to arrive by the French Mail, and all preparations are being made to accord both himself and his staff a proper welcome. The Zaire was originally under orders to proceed to India to-day, but she has now been ordered to remain till Thursday next in order to join in the ceremony of welcoming the Governor. The *Diu* has meanwhile proceeded to Hongkong to escort His Excellency to Macao.

**MILITARY REVIEW.**

A review of the troops was held on the Parade ground yesterday afternoon in the presence of a large concourse of spectators. The weather was bracing and all that could be desired, and the smart bearing of the soldiers and the proficiency with which they executed their evolutions created a very favourable impression both among spectators and critics.

**GARDEN PARTY IN THE FLORA.**

A large and fashionable garden party was given by Dr. and Madame Lalle on Friday in the grounds of the Governor's summer residence at the Flora, and was attended by all the *déité* of Macao. It was arranged as a parting honour to the Captain and Officers of the *Zaire*, whose departure will be a matter of the deepest regret to all those who had the privilege of meeting them at the Flora, and to every inhabitant of Macao.

**CRICKET.**

**CIVIL SERVICE C.C. v. CHAISENGOWER C.C.**  
This match played on Saturday resulted in a well deserved win for the Civil Service C.C., which club is now beginning to feel its feet. The wicket was a treacherous one, of which fact the bowlers on both sides fully availed themselves. Batting first, the Civil Servants scored 55, Brett and Widdell alone reaching double figures, but Woolley showed a sound defence. Brown and Horton bowled admirably, the former having a most puzzling delivery, but their bowling analysis was misleading. With more good work by Brett, aided by really good fielding all round, the home team were disposed of for 31, thereby losing their first match by 22 runs. The victors are to be congratulated upon their win, and it is to be hoped that the fact of good fielding having as much as anything else to do with winning matches, is well noticed. At any rate their spell of non-success is broken and we trust that the enthusiasm with which the club started, and which looked like being damped by the number of reverses received, will now continue unabated.

**CIVIL SERVICE C.C.**

B. S. Widdell, c. Brown, b. Brown	22
P. T. Lambie, c. Lamont, b. Brown	13
L. E. Brett, c. Brown, b. Brown	12
B. C. Widdell, c. Brown, b. Brown	5
W. Woolley, c. Brown, b. Brown	5
B. Brown, b. Horton	5
D. A. Farrell, not out	1
J. Knight, b. Horton	1
W. Golding, c. Brown, b. Horton	1
A. Carter, c. Brown, b. Horton	1
W. Hargrave, b. Horton	1
Extras	4
Total	53

**CHAISENGOWER C.C.**

W. E. Asper, c. Brown, b. Lambie	5
J. P. Jordan, c. Brown, b. Brett	5
A. O. Brown, c. Knight, b. Brett	5
L. Lamont, b. Brett	5
B. Bass, b. Lambie	5
L. E. Rose, b. Lambie	5
E. E. Horton, c. Brown, b. Brett	5
J. L. Stuart, not out	13
W. Hargrave, c. Brown, b. Brett	1
W. Hargrave, b. Lambie	1
E. E. Rose, b. Brett	1
Extras	1
Total	61

**BOWLING ANALYSIS.**

	B.	M.	R.	W.
Brett	6	8	14	5
Lambie	6	2	10	5

**S. PATRICK'S CLUB.**

A most enjoyable smoking concert, organised by Mr. D. Doyle, Hon. Sec. S. Patrick's Club, and given by the Ocean variety troupe was held in S. Patrick's Hall on Saturday evening, the 13th inst., the hall being filled to overflowing. The chair was ably filled by Mr. Wilkinson. The artists of the Ocean Variety Club, assisted by Messrs. Burgess, Robins and Rogers, contributed to the harmony of the evening. A well merited encore was given Mr. Carroll for his wonderful display with cutlery, tomahawks, etc. The other artists were also heartily applauded, and the most enjoyable concert that has ever been held in S. Patrick's Club terminated at 11.30 p.m. by singing "God Save the King."—Contributed.

**TELEGRAMS.****REUTER'S SERVICE.**

LONDON, 15th December.

**VENEZUELA.**

The Venezuelan Government has asked Mr. Bowen, United States Minister at Caracas, to propose to Great Britain and Germany that the questions at issue be submitted to arbitration. It is unlikely that the allies will agree to this at the present juncture.

**THE SIAMESE CURRENCY QUESTION.**

The foreign banks at Bangkok have settled with the Siamese Government an approved scheme for putting the issue on a gold basis. There is general satisfaction at this turn of events, and it is expected that business will be resumed at once.

**THE ANGLO-JAPANESE ALLIANCE.**

At the dinner of the Union Club, at the Hotel Cecil, Lord Lansdowne said that a closer acquaintance with our ally since the conclusion of the alliance had led us, and he hoped Japan also, to form a larger respect for each other. The more the great Powers knew that we co-operated with each other, the better it was for the interests of all.

**BIG FIRE AT CEBU.**

A telegram of date Cebu, 8th December, to the *Manila Cable News* says:—

This morning at nine o'clock two Chinamen, engaged in a stabling affray, overturned a lamp, which resulted in one of the most serious conflagrations that has ever visited this city and which destroyed four blocks in the wholesale district. The loss is more than a million dollars. This district was occupied almost entirely by Chinese, two of whom were killed in trying to save money from the burning building. All of the sleeping children were rescued. To this end the natives were forced to lend their assistance. The local clubs have made arrangements to provide for the destitute. The constabulary did not work in prevention of the extension of the conflagration. While the loss is enormous, it is, at this time, impossible to learn the amount of insurance carried on the buildings and property destroyed.

**LECTURE AT THE CITY HALL.**

Last evening in the City Hall Dr. J. C. Thomson lectured under the auspices of the Odd Volumes Society on the mosquito and its relation to malaria. There was a large attendance, including many ladies. H.E. the Governor, Sir Henry A. Blake, G.C.M.G., presided; and among others present were Lady Blake and Miss Blake, Sir John Keane, Private Secretary, and Captain Arbutnot, A.D.C. to His Excellency, H.E. Major-General Sir William J. Gascoigne, K.C.M.G., Lady Gascoigne, and Captain the Hon. H. W. Trefusis, A.D.C. to His Excellency; Sir William M. Goodman, Chief Justice, and Lady Goodman; Commodore Powell and Mrs. Powell, and Mr. H. E. Pollock, K.C., hon. secretary of the Odd Volumes Society. H.E. the Governor in an appropriate speech introduced Dr. Thomson, who proceeded with a lecture which proved to be of a highly interesting character, and was listened to with close attention to the end. Discussion followed, and the customary votes of thanks brought the proceedings to a close.

A full report will appear to-morrow.

**THE PHILIPPINES AS A RESORT FOR INVALIDS.**

The following opinion of a prominent medical officer in the U.S. Navy will interest some of our readers:—

It may be remarked that writers on the Philippines put most stress upon the political situation, the financial aspect, or the characteristics of the natives. So far their healthfulness has not been talked about. No one ever thinks of the Philippines as a resort for invalids, and yet such may ultimately prove to be the greatest benefit our Government will derive from these islands and far away possessions. It is the vigorous ones who return to the States sickened and disgusted. Fall-blinded plethoric men and women seem to have a greater affinity for the local fevers and other ailments, so there is a constant loss of flesh and perhaps a depletion of their constitutions, while the wiry dried sort take on flesh, their skins redden and their blood circulates more freely, as exhibited in some cases where old persons say they feel much younger since going to the Philippines. Another great blessing about the climate is the most happy effect upon those troubled with any form of rheumatism. The grateful rays of the Filipino sun have more than once caused the return of the natural power. The proper refraction of the sun in proper proportions shed upon plants or animals, stimulates that living organism for reproduction, whereas too much of these same rays, so peculiarly refracted by an atmosphere singular in its possessing such power, when absorbed by an over-invigorated living thing, depletes its energy by over stimulation.

**FOOTBALL.**

This afternoon on the Happy Valley the Hongkong Football Club will play a Naval team, the kick-off being at 4.30 p.m. The following will play for the Club:—

C. C. Hickling, goal; another and J. W. C. Pounney, backs; G. B. Macdonald, C. T. Kerr, and B. Kerr, halves; W. R. Lemanahand, E. J. Libbard, R. B. Cooper, N. H. Rutherford, and G. A. Cooke, forwards.

**A. S. WATSON & CO., LIMITED.****WINE & SPIRIT MERCHANTS**

ESTABLISHED A.D. 1841.

**SHERRY.**

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule ... \$12.00
- C. MANZANILLA, PALE NATURALSHERRY, White Capsule ... 13.50
- CC. SUPERIOR OLD DRY, PALE NATURALSHERRY, Red Seal Capsule ... 16.00
- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule ... 18.00
- E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule ... 27.00

B, C, & CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.

**ALL ARE SUPERIOR XERES WINES**

The following Wines, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs. Geo. G. SANDERMAN, Sons & Co., of London, Oporto and Xeres:—

- Per Doz. Per Bot.
- LIGHT DRY ... \$16.50
- SOLERA ... 24.00
- VERY PALE DRY ... 24.00
- FULL GOLDEN ... 27.00
- PALE DRY NUTTY ... 30.00
- FINE OLD BROWN ... 40.00

**MADEIRA.**

- Per Doz. Per Bot.
- GOOD ... \$16.50
- FINE ... 27.00

**A. S. WATSON & CO. LIMITED.****THE HONGKONG DISPENSARY.**

**NOTICE TO CORRESPONDENTS.**  
ONLY communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and address with communications, and in the case of good faith, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: PRESS, CODES: A.B.C. 5th Ed.  
Liber's  
P.O. Box, 33. Telephone No. 12

**MARRIAGE.**

On the 11th December, at high noon, at "Inverurie," Hongkong, Miss Augusta Woodward, daughter of Colonel and Mrs. Tansworth F. FORBES, to Lieutenant HARRISON AUGUSTUS BISHAM, U.S.N., by the Rev. P. T. Johnson. [3390] M.A.

**DEATH.**

On the 14th December, at 8.45 p.m., at Macao, in his residence, the Knight Commander LOUENÇO MARQUES, aged 61 years. [3361]

**The Daily Press.**

HONGKONG OFFICE: 14, DES VŒUX ROAD OL.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 16th December, 1902.

The Times has been publishing recently a long service of articles upon "Municipal Socialism," which, whether we agree with the writer's views or not, must be admitted to be very interesting reading. One of the latest articles dealt with a subject which cannot but attract a good deal of attention in Hongkong, namely the housing question. The author of course treats the question as it is in London, where the issue has been between private enterprise and municipal action; but this issue was touched upon the other day by H.E. the Governor in the Legislative Council, and it cannot be considered waste of time to glance at its history in London. Previously to the institution of the London County Council in 1889, when the Metropolitan Board of Works was still supreme, the housing of the working classes was chiefly provided for by trusts and companies formed for the purpose. When the Board undertook a clearance scheme, the cleared land was by it disposed of at low rates to companies or private builders. But with the advent of the London County Council came higher ideas of the kind of dwellings which working men and their families should have, and from the point of view of private enterprise the restrictions which the Council imposed in its building agreements became prohibitive. "Such, indeed," says the Times writer, "was the nature of the restrictions imposed by the L.C.C. that in one

"instance, at least, the representative of a large housing company told them, 'If you offer me your land for nothing, I won't have it.' The institution of the London County Council has meant that the formation of great public companies to deal with the housing question in London has practically stopped. The Metropolitan Board of Works, moreover, disposed of its cleared land on reduced terms to the companies, whereas the Council put it up to auction. According to the companies' contention, the poor man cannot be housed decently in London if, to begin with, the land must be bought at its market value; because in that case the proportion of "land rent" per room per week works out at a higher amount than the poor are able to pay. The operations of the trusts and companies have, indeed, the Times writer continues, only been rendered possible in the past by the fact that the great ground landlords of the metropolis let to them large quantities of land for artisans' dwellings at 2d. per foot, though the actual market value might be from six to twelve times more. As the result of the strictness of its ideas as to the housing of the working classes, the London County Council has found itself with a quantity of building land in its possession which no one was inclined to take over on the terms offered; and to meet the difficulty has had to build on its own account and of course according to its improved ideas. Finding an increased reluctance on the part of private enterprise to co-operate with it in provision of workmen's dwellings, the Council went in still more strongly for municipal house-building. Then, says the writer whom we have been quoting, the more dwellings the London County Council erected the greater became the check given to the further supply of privately-owned property; and the more that Works Department rates of pay and "go easy" practices became the standard in the building trades the greater became the cost of construction in general.

It is evident that the author of the articles in the Times does not look with a sympathetic eye on the experiments in municipal socialism of the London County Council, and his arguments against it on the ground of cost (which are unfortunately too long to reproduce here), make out a strong case against the Council's policy. His own theory of the proper scope for municipal action is that its special call is in the direction of providing for the really poor and for people with small means but large families, whom the ordinary landlord does not welcome and who are not allowed in block dwellings, being unable to afford the rent of the necessary three or four rooms; and also in the direction of allowing the fullest possible scope to independent effort for the provision of fresh house accommodation wherever private enterprise is prepared to exert itself, while still willing to accept conditions consistent with the public health and well-being. He concludes this portion of his study as follows:—"The ideal arrangement would be one under which the municipality would be one under which the municipality enforced its legal powers for dealing with insanitary property, and facilitated in every practical way the operations of private enterprise, especially as regards the granting of building sites on the 'lowest possible terms, and the concession of some further relief in regard to building regulations, only itself taking action where or when there was absolutely no chance that independent action would meet undoubted requirements. Such a scheme as this would do far more towards the solution of the housing problem than the present system of municipal competition, which threatens to leave upon the hands of local authorities the entire obligation of providing dwellings for the artisan and labouring classes." All this, we admit, is open to criticism, but the views expressed, on the whole, are very sane. We cannot attempt here to apply the deductions to Hongkong, the circumstances being in many ways so different, but there are points of contact between the two cases. Here as in London there is the necessity of finding sufficient house-room for an ever growing population—a necessity which will become still more urgent here if the displacement of a very great number of Chinese takes place under the New Public Health and Buildings Bill; and here too even more than in London is it imperative that the authorities shall enforce their legal powers for dealing with insanitary property. London has been working in the direction of municipal socialism, with regard to the housing question, Hongkong has continued on lines which give the fullest scope to the individual builder and the company. Failure has been the result in both cases, in the first because of too great interference by the authorities, in the second because of too little. What is wanted to solve the housing question successfully is a system which gives neither too much nor too little freedom to the individual builder or building company, a system which does not impose too strict conditions nor yet allow jerry-building.

H.M. battleship *Goliath* arrived yesterday from Amoy. The U.S. flag ship *Kentucky* left for Manila and the German gunboat *Tiger* for Canton yesterday.

The cases of communicable disease notified as occurring in the Colony last week were:—Cholera 2 (Chinese), both fatal; diphtheria 1 (European, in the Harbour); enteric fever 2 (European).

A Chinaman attempted to drown himself in the harbour on Sunday night, but was rescued in time and sent to the Government Civil Hospital for treatment. He is believed to be insane.

A Chinese youth of 16 years fell from the roof of No. 4, Fat Hing Street on to the first floor of No. 6 on Sunday night, and sustained injuries from which he died in the Tung Wah Hospital.

The visitors to the City Hall Library and Museum for the week ending 14th December were 288 non-Chinese and 70 Chinese to the former, and 106 non-Chinese and 2,093 Chinese to the latter institution.

On Sunday night the steam-launch *Ut San* ran into and sank in Kowloon Bay a sampan on board which were a native family. They were thrown into the water, but were rescued by a boat from H.M.S. *Wivern*.

An old Chinaman of 68 years has been admitted to the Government Civil Hospital suffering from injuries received through his being knocked down at Tsat Tse Mui by a trap driven by another Chinaman.

The P. & O. steamer *Ballaarat* with the English mails of the 21st ult., left Singapore on Sunday, at noon, and may be expected here on Saturday, at about 6 a.m. Replies are due to correspondence despatched hence on the 20th October.

Further evidence was taken yesterday before the Chief Justice in the case in which Li Ping, building contractor, sues Chua Tung, building contractor, for \$16,000 damages for alleged encroachment on the former's granite quarry at Matsauk.

The *Jih Jih* says that H.E. Liang Chenyang intends marrying again before he goes to America, and that his bride is to be a daughter of the Chinese Minister to France, whose mother is an European, while the young lady is entirely foreign-educated.

The Messageries Maritimes Co. is negotiating for entrance to San Francisco, for the purpose of obtaining part of the trade between that port and the Hawaiian Islands, and Australia, the Far East, and Europe. New Caledonia and Tahiti also will be on the route proposed.

The U.S.S. *Yorktown*, which left the harbour on Sunday, having recently come down south from Vladivostok and Chetoo, where she has been at target practice, goes to Cavite, where it is surmised that she will remain some months surveying the different harbours of the Philippines.

The *Sin Wan Pao's* Peking correspondent writes that the Wai-wu-pa was recently informed by Viceroy Tsen Chien-hsun of Szechuen that he had received a telegram from Yu Kang, Imperial Resident in Tibet, saying that the late difficulty between the Tibetans and the British engineers had been amicably settled by special deputies sent by the Resident. The difficulty referred to in the telegram arose from land transactions.

Tonkin papers to hand report the arrival of Grand Duke Cyrille of Russia, who reached Haiphong in the Russian cruiser *Ameral Nakimoff*. Admiral Bayle, commanding the French squadron in the Far East, has also arrived there. They proceed to the Exposition, Admiral Etraux of the U.S. Navy, and Admiral Bridge have expressed their intention of paying the Exposition a visit. Warren's Circus is in Hanoi giving daily performances.

We have received the *Foochow Echo* of the 6th inst.—*Dandy Dick* was to be played at the Frivoli Theatre that night—A sudden change in the weather took place that morning—a change from a spell of close muggy weather to rain and cold, the wind having gone round to the north. The glass was being watched with great anxiety in view of the mooring last week. The competition for the Gun Club's Monthly Cup took place on Green Island on the 3rd inst., and resulted in Mr. Rickett heading the list. Mr. Greig from scratch was only one bird behind him.

We regret to have to record the death of a very old resident of Macao, the Knight Commander Lourenço Marques, the father of Dr. L. Pereira Marques, formerly of the Hongkong Civil Service, who died at his residence, Largo de Camões, at 8.45 p.m., on the 15th inst., aged 91 years. The funeral took place yesterday at 5 p.m. attended by all the Government officials and ecclesiastical dignitaries and a great number of friends, including many from Hongkong. The deceased gentleman was highly respected by all who knew him, not only by his countrymen, but by foreigners and Chinese too. He occupied several important positions under the Macao Government, and for his long and faithful services, the Order of Knight Commander of Christ was conferred on him by the Lisbon Government. He was the proprietor of the well known "Camões Garden," and his unparelled hospitality to visitors of all nationalities was well known here and abroad. His charity towards the poor made him so prominent among the various institutions, that his name became very familiar to all the inhabitants of Macao. He possessed a good knowledge of the French and English languages and was thoroughly familiar with the history of the Far East. Right up to the time of his death he maintained his mental faculties, though so advanced in age.

Mrs. Delaney, wife of General Delaney, is writing a history of the war from a woman's standpoint.

The American Beef Trust is erecting for its headquarters a skyscraper building at Chicago at a cost of \$5,000,000 (£1,000,000).

There were last month 19 persons suffering from incurable leprosy in the St. Louis Hospital, Paris. The public was much alarmed.

The *Daily Express* states that during his visit to South Africa Mr. Chamberlain will arrange for the Government to take over control of Rhodesia, with the concurrence of the South African Chartered Company.

The Crown Prince of Siam left Vancouver for Japan by the *Empress of China*. The Siamese Royal yacht *Maha Chakreri* has gone to Yokohama to meet him, and is expected to pass through Nagasaki on her way home at the end of this month.

Owing to several recent deaths among individuals under "Christian Science treatment," Mrs. Eddy (leader of the Christian Scientists in the United States of America) has forbidden her followers to deal with infectious and contagious diseases.

Mr. W. Mulock, the Canadian Postmaster-General, in addressing the Ottawa Board of Trade last month, recommended the establishment of a new cargo line to South Africa, which would eventually lead to a direct line from Eastern Canada to Australia.

News comes from Corea that a terrible famine is feared in Gyeon district, where the rice-crop is practically a total failure. Many people are already without daily food. The crop in the Chemulpo district is abundant, but there the prices are so high that the poor cannot afford to buy it.

The Australians concluded their last match against a team representing South Africa on the 11th ult. The Australians, who went in first, obtained 253 runs. South Africa responded with 85, and following on secured 225. The Australians in their second innings obtained 59 without the loss of a wicket, and thus won by 10 wickets.

It has been semi-officially announced at Brussels that the Count of Flanders has renounced his right of succession to the throne of Belgium in favour of his son, Philip Count of Flanders is the brother of King Leopold of Belgium, and was born in 1837. His son, Albert, was born in 1875, and in 1900 married Duchess Elizabeth of Bavaria.

The execution of the Nicholson Memorial statue at Delhi has been entrusted to Mr. Thomas Brock, R.A., and the design selected is one of bronze and represents the General in the act of rallying his men for the final assault of Delhi. It will be erected in the Nicholson Gardens, from which the troops marched to the attack on the Kashmir Gate.

The "mad Dukhobors," who are in the Manitoba province, have promised the Canadian authorities to remain quiescent until the spring. It appears that the Dukhobors, who are also known as Russian Spirit-wrestlers, having originally been subjects of the Tsar, have now asked the Sultan to allot them a tiny corner of his dominions where they will not be compelled to obey the laws of men or become the subjects of any monarch except the Lord.

The most sensational trial of modern times in the United States has recently concluded. On the 11th ult. the second trial of Boland Molinoux on a charge of murdering by poison Mrs. N. G. Adams was concluded in New York. The jury returned a verdict of not guilty, and Molinoux was discharged. When the verdict was announced a dramatic scene ensued. Ladies rushed to and kissed Molinoux, men threw their hats in the air and cheered wildly, and General Molinoux clasped his son in his arms.

The new steel seven-masted schooner *Thomas W. Lawson*, of which we had a description recently, is proving difficult to handle on the Eastern seaboard, where craft of ordinary tonnage find plenty of water. She ground twice in getting away from Philadelphia with a cargo of coal, the mud bottom through which she had to plough her way to the sea making it impossible to steer her true. She is intended for the Philippine trade and will probably be transferred to the Pacific at once, where there is plenty of water to navigate her safely.

Last month a German journalist in addressing the congress of Bavarian peasants at Würzburg declared that the German Emperor was the best-hated man in Germany owing to his Anglophilia. "We curse the day," the speaker continued, "that the Emperor landed in England." German newspapers protested against such insane demonstrations. All the same, when the *Vossische Zeitung* declares that Continental ill-will to Great Britain during the war was only human nature and ought not to exercise British newspapers months afterwards, the Berlin journal should take into account such "insane demonstrations."

A despatch dated Auckland, 13th ult., says:—A private advice received from Apia reports that the island of Savaii, in the Samoan Group, is in a state of eruption. Five or six craters are smoking and fuming there. One village has been covered to a depth of two inches by the ashes. No lives have been lost, but fears are entertained in Samoa that a more serious eruption will follow. Dr. Solf, Governor of German Samoa, has proceeded to the scene to get authentic information for his Government. An official states that the original crater is issuing volumes of smoke, and that another crater has broken out.



## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon in the Council Chamber. Present:—

HIS EXCELLENCY THE GOVERNOR, Sir HENRY A. BLAKE, G.C.M.G.  
HIS EXCELLENCY Sir W. GASCOIGNE, K.C.M.G. (Commanding the Troops).  
Hon. F. H. MAY (Colonial Secretary).  
Hon. Sir HENRY SPENCER BAKERLEY, Kt. (Attorney-General).  
Hon. A. M. THOMSON (Colonial Treasurer).  
Hon. Commander R. M. RUMSEY, R.N. (Harbour Master).  
Hon. W. CHATHAM (Director of Public Works).

Dr. F. W. CLARK (Medical Officer of Health).  
Hon. Dr. Ho Kai, C.M.G.  
Hon. Wai A YUK.  
Hon. C. S. SHARP.  
Hon. C. W. DICKSON.  
Hon. H. SHAWAN.  
Mr. C. CLEMENT (Acting Clerk of Council).

**PUBLIC HEALTH AND BUILDINGS BILL.**  
On the motion of the ATTORNEY-GENERAL, seconded by the COLONIAL SECRETARY, the Council resolved itself into Committee and resumed the consideration, clause by clause, of the Bill entitled an Ordinance to consolidate and amend the Laws relating to Public Health and to Buildings.

Clause 133 was as follows in the Bill:—"No window of any tenement house shall be obstructed by the erection of any structure or fitting whatsoever or by any household goods or merchandise."  
The ATTORNEY-GENERAL said that as the result of a consultation consequent upon criticisms offered upon this clause he had drawn up the following in substitution:—"Every window and ventilating opening of a tenement house shall be kept at all times free from any obstruction which prevents the free entrance of light or air thereto unless such obstruction is necessitated by inclement weather or by the illness of any person occupying such house." It would be remembered that it had been pointed out that the clause as it appeared in the Bill would prevent shutters.

H.E. THE GOVERNOR asked if this new clause meant that windows must be kept open always.  
The ATTORNEY-GENERAL replied that it would have that effect.  
His EXCELLENCY remarked that that would be rather bad sometimes, as, for instance, when a bitter wind was blowing during the winter months.

The HARBOUR MASTER proposed the deletion of the words "or fitting whatsoever" from the section originally appearing in the Bill.

This course was unanimously agreed to.

Clause 174, of which the rubric was "Open space or area between new building and hill-side," provided that a clear space of the width of not less than half the height of the building must be left between the building on the ground level and the toe of the hill-side, and such intervening space must in no case be less than 8 feet.

Hon. C. S. SHARP thought this section might bear very hardly on some lessees of Crown land.

The ATTORNEY-GENERAL remarked that the law as it stood required the intervening space to be 4 feet. The new Bill proposed that it should be half the height of the building. In the case of any building arising it was further provided that the Governor in Council could modify the requirements of the section.

The section was approved.

In connection with clause 188 (limitation of height of buildings, etc.).

Hon. Mr. SHARP said he understood that a number of European landlords had addressed some petition to which H.E. Governor had not yet replied.

H.E. THE GOVERNOR said the fact was not in his remembrance.

The ATTORNEY-GENERAL in the same connection said that when the time came he proposed to introduce a clause providing compensation.

H.E. THE GOVERNOR stated that the English laws provided two alternatives in a case of this kind. Either they gave compensation or were allowed a certain length of time. It seemed to him a fair subject for consideration whether or not they should adopt that principle.

The ATTORNEY-GENERAL proposed in substitution for the third proviso of sub-section 3 of this clause: "The amount of compensation to be paid to the owner of any building erected within—years after date of the commencement of this Ordinance for the loss of any story or stories necessarily resulting from the operation of this sub-section shall be determined by arbitrators as hereinafter provided." If they filled up the blank with "5" the sense of the Council might be taken.

Hon. Mr. SHARP proposed that the whole matter be reserved; they had already left over several sections for subsequent discussion.

The section was re-committed.

On the motion of Hon. Mr. SHARP, clause 201 was amended so as to take away from the Building Authority the power to prescribe the class of buildings which shall be erected on any land not occupied by buildings at the date of the commencement of the Ordinance.

Hon. Mr. SHARP put forward an objection to a clause 223 with respect to its requirements as to plans and drawings. According to the conditions, he said, the rural districts of the Colony were not exempted, and any one desirous of building a small house worth \$100 or so would have to go through all the formalities of employing an architect and lodging book and drainage plans.

The ATTORNEY-GENERAL said it might be possible to exempt such houses as Hon. Mr. SHARP had indicated.

H.E. Major-General GASCOIGNE pointed out that such a course would be dangerous with regard to the matter of compensation.

Hon. Mr. SHARP asked if the Governor in Council could not exempt certain specified districts?

The COLONIAL SECRETARY remarked that the Building Ordinance of 1899 applied equally to the whole island as well as this Ordinance did.

Hon. Mr. SHARP thought that was wrong in principle.

The DIRECTOR OF PUBLIC WORKS stated also that the operation of these requirements had never caused any inconvenience.

The section was approved.

The Council afterwards adjourned until to-day, at 3 p.m.

## ENQUIRIES INTO COLLAPSES OF BUILDINGS.

PRAYA EAST.

Yesterday afternoon, before Mr. F. A. Hazell and a common jury, the official enquiry was resumed into the circumstances attending the fatal collapse at 45, Praya East, on 2nd August last, resulting in the death of thirteen Chinese.

Mr. F. B. L. Bowley, Crown Solicitor, appeared on behalf of the Government, Mr. H. W. Looker, of the architects, Messrs. Leigh and Orange, and Mr. C. D. Wilkinson of the contractor, Messrs. W. A. S. Hooper watched the case on behalf of the owners, the Lad Investment Company, of which he is secretary.

The jury were—Edward Pereira, Albrecht Wilhelm Schellhaus, and Thomas Foyan.

Frederick George Figg, Acting Director of the Observatory, examined by Mr. Bowley, said that on the day of the collapse there was a typhoon in the vicinity of the Colony. The highest recorded velocity of the wind was registered between 10.15 and 10.45 p.m., and was 87 miles an hour; about ten o'clock the wind blew in typhoon gusts.

Examined by Mr. Looker—Witness should say it was probable that some momentary gusts had a velocity of 100 miles an hour.

Robert Kavanagh Leigh, examined by Mr. Bowley, said that after his return from home on 16th March, 1900, he assumed charge of the building of the houses on Marine-belt 117 and Island Lot 431, and was in charge of it until its completion. The deviation from the original plan he did not report to the Public Works Department, because he did not require the permission of the Department to do so, as the alteration having been rendered necessary by a new Sanitary Ordinance. Under that Ordinance the provision of a backyard was required, and although it would have been possible to construct a backyard at the same time build the side wall as originally planned, the measures adopted were more sanitary. Another requirement of the Ordinance was the providing of windows in the back wall, which accordingly were constructed. As built the houses were stronger than as originally designed, because there was less continuous area exposed to any force from wind and rain. Witness recommended the appointment of Maher, the overseer, who he believed, had had previous experience in the building of Chinese houses. Witness himself visited the houses twice a week, and inspected the different materials, but he was not sure if he found fault with the quality of the bricks and mortar. During their erection, parts of the houses were blown down by typhoons—once in September, 1900, and once in November, 1900; the damaged portions were pulled down and rebuilt. Considering the rains that were falling at the time, witness was sure that the clause in the specifications requiring the bricks to be wetted before being used was complied with by the contractor; he did not know however, whether the latter obtained his supply of water. The water was cut off from building services about Christmas, 1900, but that was after all the brick on these houses was expended. Witness thought that the thickness of the side wall at 45, Praya East, when finished, was 22 inches on the ground floor, 18 inches on the next two floors, and 14 inches on the top floor; he was not sure, however. His opinion was that the collapse was due to the continuous wind and rain which were in evidence months before the typhoon of 2nd August, which typhoon materially aided the collapse. It was very likely that the wind got into the houses. The effect of the bad weather would be to soften the mortar joints. Even if the mortar was good, the rain would soften it, and he did not think that ordinary chalk lime and red earth mortar could be soaked in water for any length of time without softening it. To a certain extent it was the case that the better the mortar the less liable it would be to the softening influence of the rain. At the time of the collapse the age of the side wall would be about 23 months, and the mortar would be set as hard as it ever would set in reason.

The enquiry was adjourned until to-morrow at 2.15 p.m.

## POLICE COURT.

Monday, 15th December.

BEFORE MR. F. A. HAZELL (POLICE MAGISTRATE).

ASSAULTING A CONSTABLE.

Henry Harpur, a seaman on the German man-of-war *First Bismarck*, was charged with behaving in a disorderly manner on Murray Pier and assaulting P.C. Grice in the execution of his duty. He said he remembered nothing about it.

In his evidence, P.C. Grice said the defendant and other German sailors caught hold of him on Murray Pier and endeavoured to throw him into the sea. The accused was very drunk at the time.

This evidence was corroborated by another constable, who said there were about twenty Germans in the party that attacked Grice.

His Worship fined the defendant \$10, with the option of three weeks' hard labour.

A STREET PERFORMANCE.

A private in the Derbyshire Regiment, excited by numerous drinks, gave an entertainment in a certain street in Wanchai at a late hour on Sunday night. He shouted and danced, and when P.C. Brown attempted to stop him to him the error of his ways, he resisted the constable's interference and knocked him down. The fine was \$5 or 14 days.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

Lieut. Dalrymple, of the Ocean, summoned a ricksha-coolie for refusing without reasonable excuse to take him as a passenger. The defendant pleaded not guilty, but was convicted on the evidence of Lieut. Dalrymple and fined \$4, which he paid.

A fine was imposed in the case of a chair-coolie who declined to accept as a passenger Mr. G. J. W. King, land officer, Public Works Department. His excuse was that he was already under engagement to a lady who was shopping.

It is far from safe to endeavour to emulate the celebrated feat of William Tell. An inquest was recently held at Cold Spring Harbour, N.Y., on the body of John Volkman, a barber, who was accidentally shot and killed on the stage of the Thalia Hall by Charles Meinit, a member of a travelling medicine show. One of the features of the show was Meinit's feat of shooting an apple from the head of any person who would volunteer to become a target.

Volkman had offered to allow the apple to be placed on his head. Meinit began shooting at a distance of about twenty feet. The first two shots failed to hit either the apple or the man, but the third struck Volkman in the forehead and he dropped to the stage and died within an hour. Meinit was arrested and held for a hearing on a charge of manslaughter.

## LATE TELEGRAMS.

NEWS VIA MAIL.

## AMERICAN AFFAIRS.

THE PHILIPPINES.

New York, 6th December.

General Wright appeared before the House Committee on Insular Affairs and spoke at some length in favour of the Constabulary Bill. He also urged the committee to report the Constabulary Bill at the earliest opportunity, setting forth the financial conditions now existing in the Philippines. The action of the committee will probably be favourable.

Later.

Mr. Brewster Cameron, representative of the Manila Chamber of Commerce, has arrived in Washington. He, in connection with Vice-Governor Wright of the Philippines, is actively engaged in urging remedial currency legislation. A bill providing for the coinage of the Constabulary dollar, with necessary safeguards to preserve its parity with gold, has been introduced in the House and referred to the Committee on Insular Affairs. Governor Wright has already appeared before the Committee. Mr. Cameron will probably appear before it to-morrow. It is not anticipated that action on the bill will, however, finally be taken before the reassembly of Congress after the Christmas holidays.

Later.

General Wright of the Philippine Commission appeared before the Ways and Means Committee of the House in behalf of the bill introduced to reduce the Philippine tariff schedule to twenty-five per cent. of the Dingley rates. He testified that the present Philippine schedules were prohibitive, that the islands were suffering in consequence of the same, and he strongly advocated the present conditions to a large extent, that it would give an impetus to business enterprise in the islands and asked that the bill be passed as a relief measure. The General is labouring hard for the passage of the tariff measure, and for the passage of a law establishing a stable currency for the islands, and in hopes at the present time that his requests, supported by the many calls from the islands and the position taken by the Press on the subject, will be granted, and that the future for the Philippines will be brighter than it has ever been in the past.

## MOVEMENTS OF TROOPS.

New York, 6th December.

The Secretary of War has issued instructions for the return to the United States of the First, Fifth and Sixth Cavalry, First, Second, Fifth, Tenth and Twenty-sixth Infantry, five companies of Coast Artillery and three batteries of Field Artillery. The Sixth Band, Artillery will accompany the main body of the troops. The movement will begin in April, and these troops will be relieved by the regulars having the longest tour of home service. This is to put into effect the new arrangement whereby the Philippine Army will have a two years' tour of foreign service with four years at home.

The arrivals of these organisations in the division were so close together that it is impossible to predict the order in which they will go home. If the rule is followed, as previously, that the organisations are to be sent home in the order in which the first unit arrived here, the following will be the order of precedence: First Cavalry, Second Infantry, Fifth Infantry, First Infantry, First Artillery, Sixth Cavalry, Coast Artillery, Twenty-sixth Infantry, Tenth Infantry, Fifth Cavalry. The troops will be moved as rapidly as transportation facilities permit. The regiments which will succeed them will be nearly all veterans of the Philippines, commencing with the Fourteenth, Eighteenth and Twenty-third Infantry and the Fourth Cavalry.

## WRECK OF THE "ELINGAMITE."

A SURVIVOR'S GRAPHIC STORY.

The Sydney Telegraph of the 15th ult. gives from the narrative of a survivor from the wrecked steamer *Elingamite* who was brought to Auckland, N.Z., by H.M.S. *Penguin* the following particulars. As might have been expected, the survivors were found to be very weak and exhausted, but the reporters were able to obtain a connected story of their experiences and sufferings.

Steven Rabone Neale, one of the motor men brought over by the Electric Tramway Company, was the most advanced towards recovery. He was sitting in an easy chair in a sheltered part of the main deck of the warship, while all the other survivors were in the "sick bay." Neale wore a very weather-beaten appearance, his face being very much tanned by exposure to the sun and salt spray, while his hands and feet were all swollen.

## DEPARTURE FROM THE WRECK.

He said:—"I parted from my wife and child before I left the wreck. Assisting others to safety, I did my duty as a man, and am thankful now that they are safe. We left the wreck on Sunday night. Since then we had practically no food of water. There were 16 all told. We existed for four days and four nights on two apples—one-eighth of an apple each, in fact. All I had was a sixteenth of an apple. There was a keg on board but it did not contain a drop of water. We kept it on the raft for three days, the stewards using it to sit on until we were not able to sit up any longer. We then threw it overboard. We then had a piece of soap. We used it on Sunday morning and immediately began to sink. I was the last, but Captain Atwood, to leave the sinking steamer. No one knows more about it than I do. A couple of foreigners caused some trouble in one boat. I helped to get the women and children into one of the boats, putting my wife and child in one. That was the hardest part of it all, to have to go away and leave them. There were about eight of us on the raft when she first got away, but we picked up others and altogether we had sixteen. The purser's boat came up to us through the fog and took off three men, leaving us with 13. The purser's boat could take no more, being too very full. We were on the raft and acted like a real man. We made him captain of the raft. He remained in charge until he lost his memory for a short time on the morning before we were picked up. Then we had to take the command out of his hands.

"When the purser's boat came up I asked what we should do. He told us to try and get together the lee of the island. We then had one, and one small, but only one rowlock. We inquired another out of a piece of soap. With these it was altogether impossible to make any headway, and to add to our misfortunes the small boat in half. We had then only one oar and half an oar left to propel the unwieldy craft. What could we do with these? We soon lost sight of the purser's boat. We then saw another boat and besought their assistance, but they did not respond, though it seemed to me that they had room. We sighted the island several times and on one occasion passed it within 100 yards or 150 yards, but could not reach it.

The raft was terribly overloaded with 18 men and one woman. The cylinders were more than half-washed, with the result that we were partly in the water. The raft was so low in the water and so heavily laden, that we were quite unable to propel it against the current, which ran very strong, and we could not cover the short distance between us and the shore. We drifted about all night, and when morning broke we were out of sight of land.

"That day (Monday) was a terrible one. We had two apples on the raft, but absolutely nothing else in the way of food, and there was not a drop of water. During the day we divided the first apple, kept it for the apple for future necessities. It was maddening for us, in a condition of imminent starvation, to remember that when in the vicinity of the wreck on Sunday, tons of fruit drifted past us, and we did not secure any more than two apples, exporting to reach land almost immediately. On Monday night, Mr. Dickson, one of the passengers, died from exhaustion. We kept his body on board until morning hoping to sight a boat or land. It was a fearful experience we went through that night. The weather was fair but foggy, and the sea moderately smooth, but there was a bit of a swell on. The night was very cold. We were terribly hungry, but the agonising thirst was even harder to endure. We strained our eyes through the fog, hoping against hope to pick up a light.

"When morning dawned two more of our little band lay dead beside Mr. Dickson, one a man whose name I do not know, but who is connected with the steel trust, and another, with whose name I am unfamiliar, but who told me that he lived in Auckland, and that his other owned a yacht. I took the coat worn by the man belonging to the steel trust, and gave it to the fireman who had got off the wreck with nothing on his body but a singlet and trousers. I myself had only a shirt, coat, and trousers, but the rest were fairly well clad. We kept other articles of clothing belonging to all the bodies for the purposes of identification. There were three dead men on the raft, and Dickson's body was already in a state of putrefaction. There being no land or vessel in sight, it was decided to push the bodies overboard. Dickson had been a man of mine. I could not bring myself to consign his body to the sea in such an unceremonious style, but pushed the other two bodies overboard. Someone else pushed Dickson's body into the sea. Our experiences on Tuesday were aggravated by a repetition of the sufferings we endured on the previous day. That day the desire for water was overpowering and some people on the raft began to drink salt water. Despite all that could be said of the terrible consequences that must ensue, it was very hard indeed to resist temptation, with the ocean all round us, and dying of thirst. Several times I had to shut my eyes and hide my face from the tempting sight. We changed it at last. During Tuesday night we saw the light of a steamer, and raised as loud a shout as we could. They must have heard us, because they lowered a boat and put a lantern light in the boat, and pulled in our direction. The boat passed within 40 or 50 yards of us. Although we again shouted as loud as we could, they did not hear us, and went back to the steamer, which eventually disappeared, leaving us to our fate. After this occurrence one of the passengers who had been drinking salt water became insane, and jumped overboard. His Christian name was Herbert, but his surname I am not acquainted with. No attempt could be made to stop him going, because he went quickly overboard without giving the slightest intimation of his intention.

"Wednesday morning came in with our numbers reduced to 12. Before night it was destined to be further lessened. Most of the party had now become very despondent, but Wetherall did his best to cheer them up. I was like a hypocrite. I told them everything would be all right, that the Auckland people were not going to allow us to drift about there without doing everything in their power to rescue us. I told them also that Steve Neale (the motor man) was not going to die. We changed it in this way to cheer up a little. During the day we divided our last apple evenly among 12, but it did not go far to stay the pangs of our hunger, as you may guess. I showed and ate a handkerchief, which though not a very digestible morsel, for the moment somewhat alleviated the pangs of hunger. When we first got on the raft, which was a very small one, there was not sufficient room for all of us to lie down. We were sitting in all sorts of cramped positions, with our feet and portions of our bodies under water. The deck of the raft was scarcely under water, consequently we were never dry. To this fact I believe we owe our lives, our bodies acting as a sort of condenser and absorbing a little of the moisture. We could have found comparatively dry places on the cylinders of the raft, but there we would have been in imminent danger of being washed off. The raft was much lightened by the throwing over of the dead bodies, and consequently the deck rose slightly. Pretty, one of the passengers, became light-headed before nightfall, and ended his sufferings by jumping overboard and disappearing without a word. The same night we lost Muirhead, a passenger. I had feared that he was becoming light-headed, and spoke to him, saying we would be all right, that we were sure to be picked up, and to stick to it. He shook hands with me, and assured me he would. Ten minutes later I heard a faint voice saying from the water, 'I'm going.' I threw a lifebelt, which fell within a foot or two of his hand. He pushed it away. He was singing a tune as he drifted away to his death.

"On Thursday morning Miss McQuirk, the stewardess, died in my arms from sheer exhaustion. She bore up very bravely and was plucky till the last. Ellis, the second saloon steward, was the last to go. Four times I caught him attempting to drink salt water, and had great difficulty in preventing him from going the way of Muirhead. I had to hold him back several times. When he thought I was doing he attempted to get the water. He died in my arms with his head on my breast. So a after that his body was committed to the deep. Had he lived a few hours longer he would have been picked up alive, for four hours later we were picked up.

"In the afternoon we sighted the *Penguin*. I was standing on the raft and saw her yards up over the sky line. I could see no smoke, and thought it was a four-masted ship. I said to the others that she was a wool vessel. Wild hopes thrived within us, and when we found we were sighted and the vessel was making towards us our joy was unexpressed. It was about 4 o'clock in the afternoon when our boat was picked up. I tell you this is like heaven aboard this ship after the terrible experiences we passed through. They were like what we read in fiction, but I never expected such adversity to fall to my lot. The horror of it will never pass from my memory, though I do not want to think of it. As the *Penguin* steamed up to us we were heartily cheered by her crew. All assembled on the deck to get a glimpse of us. Weak and exhausted as we were we raised a responsive cheer as the *Penguin* came level with us, which would have done no disgrace to eight hale, hearty men. The warship's whale boat was lowered from her side, some 30 yards away. The delight of the rescue put new life into us, but all were terribly weak and emaciated. Most

## CHRISTMAS &amp; NEW YEAR CARDS

ILLUSTRATED WITH VIEWS OF  
HONGKONG AND CHINA.

EASTMAN'S

KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

ACHEE & CO.,

PHOTOGRAPHIC GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 15th November, 1902.

[308]

## GRAND PUBLIC AUCTION

ON  
SATURDAY.

THE 20th DECEMBER, 1902, AT 11 A.M. SHARP, AT OUR SALES ROOMS

No. 8, DES VŒUX ROAD CENTRAL, CORNER OF ICE HOUSE STREET.

A LARGE STOCK OF

VERY VALUABLE GOODS,

COMPRISING—

SOLID ENGLISH AND AMERICAN JEWELLERY SET WITH GENUINE PRECIOUS STONES, RUBIES, DIAMONDS, SAPPHIRES AND OF VERY FINE QUEENSLAND FIRE OPALS, &c., &c., OF WHICH THEY ARE RECOMMENDED AND GUARANTEED TO BE ALL GENUINE AND REAL ARTICLES.

THERE WILL ALSO BE OFFERED FOR SALE ABOUT 1,000 LADIES' AND GENTLEMEN'S 14 AND 18 KTS. GOLD, SILVER AND NICKEL WATCHES OF THE VERY FINEST LEVER, REPEATERS AND CHRONOMETER'S MOVEMENTS, AND ALSO THE VERY HIGHEST GRADE OF AMERICAN GOLD FILLED WATCHES, WALTHAM AND ELGIN. ALL GUARANTEED TO LAST FROM 10 TO 25 YEARS BY THE KEYSTONE WATCH CASE COMPANY OF UNITED STATES OF AMERICA.

Also

A FINE ASSORTMENT OF UNSET PRECIOUS STONES, PEARLS, DIAMONDS, RUBIES AND THE VERY FINEST QUEENSLAND FIRE OPALS OF ANY SHAPE AND SIZE.

&c., &c., &c.

NOTICE.—The Vendor begs to call the attention of the Public that the above Valuable Jewellery, Precious Stones and Watches are not locally owned but they belong to a travelling merchant who is leaving the East for America shortly, and the majority of lots are to be sold without reserve to the highest bidder.

Catalogues will be ready on the 16th, and the Articles will be on view for inspection on the 18th and 19th December at our Sales Rooms, Ice House Street.

TERMS—AS USUAL.

HUGHES & HOUGH.

AUCTIONEERS.

Hongkong, 15th December, 1902.

[3352]

of us managed to struggle to our feet and got into the whaleboat with the assistance of the sailors. Our delight was unbounded when we found in the boat, hot brandy and brandy. Anything so delicious we had never tasted in our lives. We were quickly transferred to the warship, where we were received with the greatest kindness. Nothing was left undone to secure our comfort and return to health. All through the experience was a terrible one, which few men have to go through, and none would desire.

## THE VITALITY OF LAWN TENNIS.

In the course of an article describing the principal features of the past lawn tennis season, a correspondent of the *Field* remarks that there is probably nothing more trying to the vitality of a game or pastime than the experience of what is vulgarly known as a boom. It is, of course, not the boom itself which is to be directly feared so much as its consequences; the trying time comes when the inevitable reaction sets in, and the subject begins to sink lower and lower towards obscurity and perhaps extinction, not through any inherent weakness of its own, but because it has been run almost to death. Then it is that the struggle for existence begins in earnest, for the game or whatever it may be, is shorn of its popularity, must depend for its livelihood solely upon its own qualities. Lawn tennis has been its boom in the days before that convenient word had been added to the language. It lasted for a considerable time, and the period of depression which followed was, of course, correspondingly long.

During that time the daily papers were particularly—and somewhat inexplicably—hostile to the game, and as one of the functions of the Press is to provide opinions for those who are too lazy or too stupid to hold opinions of their own, it follows, whenever the announced their own, that lawn tennis was on the wane appeared, which it did with considerable regularity, a good many people were to be found who shrewdly predicted the same thing. And indeed for a while the game, to all outward appearances, had a very bad time. But those who were acquainted with its inner life knew that it was leading a steady and unobtrusive existence, gaining fresh recruits year by year, and retaining, by its inherent good qualities, a strong hold on their affections. Very soon the public, too, began to recognize that the game had refused to be discouraged by the opposition of the Press, in the face of obvious facts, was discreetly withdrawn, and a gentle patronage substituted.

It is hardly necessary to state that the game has suffered, in common with all other outdoor sports, from the waywardness of the weather during the past season, but the rains of the late and little lamented summer have served at any rate to show its hardihood and to illustrate the devotion with which its regular followers pursue their arduous, and the tournament player has come to look upon a wetting as one of the ordinary incidents of a match. Sooner than forego his favourite pastime he provides himself with r-lays of clothing and any number of spare rackets, and endeavours to extract as much amusement as he can from the defiance of

the elements. And so the season has run its course without any appreciable detriment to the game. The number of tournaments is still on the increase, as is also the number of tournament players, and for evidence of this we need to look no further than the statistics of the Eastbourne tournament, which were given in the *Field* only a few weeks ago.

## LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Gaelic*, with mails, &c., left Shanghai for this port on the 14th inst., at 8 p.m., and is due here to-morrow, at daylight. The Imperial German mail steamer *Prinzess Irene*, carrying the German mails with dates from Berlin of the 25th ult., left Colombo on the 13th inst., p.m., and may be expected here on the 24th inst.

The Imperial German mail steamer *Bayern* left Kobe, via Nagasaki and Shanghai, on the 14th inst., p.m., and may be expected here on the 24th inst.

The Imperial German mail steamer *König Albert*, which left here on the 11th inst., p.m., arrived at Shanghai on the 14th inst., a.m.

The C.P.R. steamer *Athena* arrived at Kobe at 8 a.m. on the 14th inst., and left again at 4 p.m. same day via Nagasaki, for Shanghai, where she is due to arrive at 10 a.m., on the 18th inst.

The C.P.R. steamer *Tartar* left Yokohama on the 13th inst., p.m., for Victoria and Vancouver.

TELEPHONE No. 135.

TRADE MARK

STILL LEADING

"CLUB"

A SCOTCH WHISKY OF EXCELLENT



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and special business matters to the Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued. Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press. Codes: A.B.C., 5th Ed. Libby's. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that the remaining Call of Three Dollars per Share is now called up and is payable at the COMPANY'S OFFICE, No. 37, Cross Street, Road, on or before JANUARY 2nd, 1903. On payment, Shareholders will please hand in their Scrips for endorsement by the Manager. By Order, J. W. KEW, Manager.

Hongkong, 16th December, 1902. [3355]

## NOTICE OF REMOVAL

THE Office and Sales Rooms of the Under-mentioned have been REMOVED to No. 8, DES VŒUX ROAD CENTRAL, Corner of Lee House Street.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th December, 1902. [3358]

## FOR SALE.

PIANO ("PLEYEL").

Apply to—HADDINGTON HOUSE, Kennedy Road.

Hongkong, 16th December, 1902. [3357]

## PUBLIC AUCTION

OF FINE ART BRONZES, LEATHER AND FANCY GOODS.

THE Under-mentioned will Sell by Public Auction, on SATURDAY, the 20th DECEMBER, 1902, at 2.30 P.M., at his SALES ROOMS, Duddell Street, FINE ART BRONZE GROUPS, STATUETTES, PLAQUES, VASES, &c., ELECTROPLATED WARE, FANCY MIRRORS, CLOCKS, DEERBORN BISCUIT WARE, OIL PAINTINGS, LACE FANS, and a large Assortment of FANCY and LEATHER GOODS.

Also Three SINGER'S TREADLE SEWING MACHINES (NEW).

Terms—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 16th December, 1902. [3359]

## NORDDDEUTSCHER LLOYD, BREMEN.

## NOTICE.

STEAM FOR SANDAKAN.

THE Company's Steamship "SANDAKAN," Captain Schmar, will be ready to load for the above port TO-MORROW MORNING, the 17th inst.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 16th December, 1902. [3356]

## NEARLY READY.

DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA AND JAPAN FOR 1903.

WITH ALPHABETICAL LIST.

88 PAGES, BOUND IN CLOTH AND LETTERED, \$1.

Hongkong, 15th December, 1902. [3360]

## JUST PUBLISHED—2ND (REVISED) EDITION.

THE FRENCH IN TONKIN AND SOUTH CHINA. By ALFRED CUNNINGHAM. Sixty Illustrations and One Map. Price \$3.

ON SALE AT LOCAL BOOKSELLERS.

PRICES NOTICES.

"This volume places before the English reader the best description of the Southern French colonies in the Far East that has yet appeared."—"SHANGHAI MERCURY."

"Many of us in the Far East have read books on Tonkin, ancient and modern, but a knowledge of things as they are there to-day of what has been accomplished under Mr. Doumer's administration is far from common. The author has written what he set out to do, a very readable and accurate sketch of the colony as it is at present. Altogether, this is a book to read."—"BANGKOK TIMES."

THE BOOK WILL BE FOUND TO BE A COMPLETE GUIDE TO THE HANOI EXPOSITION.

Hongkong, 17th October, 1902. [2776]

HONG CHONG & CO., TAILORS, DRAPERS AND OUTFITTERS.

Established in HONGKONG FOR OVER 30 YEARS.

Clothing made to fit to perfection. Silk Goods of all kinds. Chinese Grass Cloth and Embroidery.

Address—Nos. 60 and 62, QUEEN'S ROAD CENTRAL (South side).

Hongkong, 6th September, 1902. [2339]

## CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES—Loaded with Powder. Powder only, and 1 lb. of Shot.

Primrose Cases ... \$8.00

Pegamoid Cases ... 6.50

Ejector Brass Cases, 7.50

Apply to—WM. SCHMIDT & CO., Gunmakers, Hongkong.

Hongkong, 3rd July, 1902. [1839]

## ENTERTAINMENT

THEATRE ROYAL.

Lessee and Manager, Mr. W. REULE.

Representative, Mr. ANTHONY SKYMOOR.

EVERY EVENING.

JANET WALDORF CO.

The same of popularity.

A Continued success of the sparkling farcical comedy

"THE WRONG."

L Fast and furious fun from start to finish.

MISS JANET WALDORF as "HENRIETTA OLIVER," a female detective, keeps up the comedy in great style.

"SINGLETON SITES," Mr. NORVAL MCGREGOR.

"On Saturday evening Mr. McGregor took the audience by storm, and kept them laughing on every occasion that he occupied the stage."

Hongkong Daily Press, Dec. 15.

WEDNESDAY EVENING, "ROMEO AND JULIET."

Tariff and all other arrangements as previously.

Hongkong, 16th December, 1902. [3353]

AUCTIONS

PUBLIC AUCTION.

THE Under-mentioned has received instructions to Sell by Public Auction, TO-DAY (TUESDAY), the 16th DECEMBER, 1902, at 2 P.M., at his SALES ROOMS, Queen's Road, A LARGE ASSORTMENT OF JAPANESE CURIOS, Comprising:—

SATSUMA, IMARI, KANGA and KIOTO VASES, JARS, BOWLS, PLATES, CARD DISHES, TEA SETS, TEA CUPS and SAUCERS, and ORNAMENTS; LACQUERED CABINETS & TABLES; AN INVOICE OF JAPANESE FLOWER-POTS.

AN INVOICE OF SILK EMBROIDERED and COTTON FOLDING SCREENS; &c.

TERMS OF SALE—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 15th December, 1902. [3351]

PUBLIC AUCTION

OF VALUABLE LEASEHOLD PROPERTY, known as No. 6, Upper Mosque Terrace, Victoria, Hongkong.

To be sold by Order of the Mortgagees in ONE LOT.

TO-MORROW (WEDNESDAY), the 17th DECEMBER, 1902, at 3 P.M., at his AUCTION ROOMS, Duddell Street, by Mr. GEO. P. LAMBERT, Auctioneer.

THE Property consists of the pieces of Ground registered in the Land Office as Subsection 1 of Section A of Inland Lot No. 585 and Subsection 1 of Section B of Inland Lot No. 604 respectively, with the Buildings thereon known as No. 6, Upper Mosque Terrace. The Property is held from the Crown for the residue of the terms of 999 years and 999 years granted by two Crown Leases both dated the 14th day of December, 1859.

For Further Particulars and Conditions of Sale, apply to—

EWENS & HARTSON, Solicitors; or to Mr. GEO. P. LAMBERT, Auctioneer.

Hongkong, 16th December, 1902. [3318]

PUBLIC AUCTION.

THE Under-mentioned has received instructions to Sell by Public Auction, on THURSDAY, the 18th DECEMBER, 1902, commencing at 2.15 P.M. sharp, at his SALES ROOMS, Duddell Street, A CHOICE COLLECTION OF JAPANESE SILKS AND CURIOS, Comprising:—

VERY FINE SILK TEMPLE BROCADES, SILK EMBROIDERED SCREENS, KIMONOS, CUSHION and BEDCOVERS, &c. &c.

SELECTED CUT VELVET PICTURES from the Celebrated "Nishimura."

BRONZES and PORCELAIN of various makes, FINE IVORY FANS, &c. &c.

On view from Wednesday, the 17th inst. Terms—Cash on delivery. Catalogues will be issued.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 13th December, 1902. [3336]

NOTICE TO SUBSCRIBERS.

I BEG to notify that on and after the 1st JANUARY, 1903, the SUBSCRIPTION to the "HONGKONG DAILY PRESS" will be as follows:—

PER QUARTER ... \$9

PER MONTH ... 3

ALFRED CUNNINGHAM, Manager.

Hongkong, 9th December, 1902. [3302]

C. E. WARREN & CO., 30, DES VŒUX ROAD CENTRAL, BUILDING CONTRACTORS, STONE AND MONUMENTAL MARBLE MASONS.

AGENTS for the TAIWAN STONE and SHELL LIME FACTORY; THE HONGKONG BRICK & TILE CO.

All kinds of SANITARY APPLIANCES Supplied and Fixed.

All classes of Building Construction undertaken. Sanitary Board Notices receive prompt attention. We carry the Largest Stock of SAFES in the Colony. Call and See.

Try the Taiwan Stone Lime—the Best in the Far East.

Hongkong, 1st October, 1902. [2605]

PURE FRESH WATER

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Bolls.

Call Flag W.

J. W. KEW, Manager.

20, Des Vœux Road.

Hongkong, 13th June, 1902. [3336]

## PUBLIC COMPANY

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA-BORNEO COMPANY, LIMITED, will be held at the REGISTERED OFFICES of the Company, 4, Queen's Buildings, Victoria, in the Colony of Hongkong, on MONDAY, the 29th day of DECEMBER, 1902, at 12 NOON, for the purpose of considering and if thought fit passing the following Resolution:

RESOLUTION.

That the Company be wound up voluntarily under the Provisions of the Companies Ordinance 1865 to 1899, and that the HONOURABLE CHARLES STEWART SHAFF, ALEXANDER GEORGE WOOD, and JOHN THOMAS MARTIN WHEELEY be appointed Liquidators of the said Company with liberty for each of them solely to exercise all the powers of the joint Liquidators.

Dated this 13th day of December, 1902.

By Order of the Managing Committee, WILLIAM D. JUPP, Acting Manager.

337

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF WOON HO, late of Victoria, Hongkong, Single Woman, Deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 3 of 1897, made an Order limiting to the 24th day of December, 1902, for sending in Claims against the above Estate. All Creditors are hereby required to send their Claims to the Under-mentioned before the said Date.

Dated this 26th day of November, 1902.

J. W. NORTON-KYBHE, Official Administrator.

3168

ROYAL AERATED WATERS MANUFACTORY

HAS Opened a Town Depot at Lee House St. to receive orders for their New and Excellent High-Class Pure Filtered AERATED WATERS—Isod Drinks, Ice-Cream, Iced Milk, Sandwiches, Tea, Excellent Cakes—specially prepared by Europeans—obtainable at our Depot. It is very convenient for ladies after a few hours' shopping to call at our Depot for a few minutes' rest and enjoy a cup of iced tea or a cold drink.

Open daily from 7 a.m. to 10.30 p.m.

Factory Office—West Point, Tel. 367.

Depot—Lee House Street, Telephone 374.

F. P. DANENBERG, Manager.

Hongkong, 21st October, 1902. [2486]

TO LET.

A HOUSE at the PEAK. Partly furnished, from 1st January until 30th June, 1903.

Apply—28, BONHAM ROAD, West Point.

Hongkong, 1st December, 1902. [3200]

TO LET.

"YALTA" MOUNT KELLET, PEAK, FURNISHED.

Apply to—AUSTRO-HUNGARIAN CONSULATE, Hongkong, 15th December, 1902. [3347]

TO LET.

"THE RETREAT," MOUNT KELLET.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

No. 1, RIFON TERRACE, GODOWNS at BOWLINGTON (PEATA EAST).

GROUND FLOOR of No. 4, BLUE BUILDINGS.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 16th December, 1902. [71]

TO LET.

NOS. 10, 12 and 14, LEIGHTON HILL ROAD.

For Particulars, please apply to Mr. LI PAK, Care of Comptroller, NIPPON YUSEN KAISHA, 1st Floor No. 1, Prince's Buildings, Chater Rd.

Hongkong, 5th December, 1902. [3281]

TO LET.

TWO NEWLY BUILT HOUSES, from 10th January, at Kennedy Road, with excellent accommodation and a good view of the Harbour.

Apply to—No. 4, LOWER MOSQUE TERRACE

Hongkong, 12th December, 1902. [3330]

TO LET.

"ERNSFOOT," UPPER RICHMOND ROAD.

Apply to—DEACON & HASTINGS, 10, Queen's Road.

Hongkong, 30th October, 1902. [2783]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 93, PRAXA EAST.

TWO ROOMS above New VICTORIA HOTEL.

Apply to—H. N. MODY, Victoria Buildings.

Hongkong, 21st December, 1902. [3223]

TO LET.

FROM 1st FEBRUARY or sooner, FURNISHED RESIDENCE, 6 ROOMS, on Robinson Road, Victoria.

Apply—F. R., Care of Daily Press Office.

Hongkong, 10th December, 1902. [3318]

TO LET.

(WITH IMMEDIATE POSSESSION.) SECOND FLAT of SEA VIEW, a EUROPEAN DWELLING-HOUSE, containing FOUR ROOMS, also Bath, Room and Servants' Quarters. Cool, Healthy, and has a splendid view of Harbour. Rent Moderate.

Apply to F. G. ALLEN, Sea View, Back of No. 3 Police Station.

Hongkong, 9th December, 1902. [3286]

## TO LET

GODOWNS, paved with granite, at Wancho. Suitable for storage of Coal or any other dry Merchandise. With Pier.

Apply to—HASON LEE, 255, Queen's Road.

Hongkong, 9th December, 1902. [3285]

TO LET.

IN a good healthy locality, THREE ROOMS, BATHROOM and COOK-HOUSE. Rent Moderate.

Apply—X. R., Care of Daily Press Office.

Hongkong, 15th December, 1902. [3348]

TO LET.

NOS. 3, 9, 13, 15, and 19, BELILIOS TERRACE.

No. 1, HOLLYWOOD ROAD, Spacious Corner House.

A Large FURNISHED BUNGALOW at the Peak.

For Particulars, apply to—TURNER & CO.

Hongkong, 5th December, 1902. [3260]

TO LET.

TWO UNFURNISHED ROOMS and BATHROOM on suite to let 10 minutes up from Queen's Road. Board and Service can be arranged. Bachelor preferred.

Address—QUARTERS, Care of Daily Press Office.

Hongkong, 27th November, 1902. [3169]

TO LET.

HOUSE No. 6, MOSQUE JUNCTION (near Robinson Road), containing Four Rooms, Servants' Quarters, Kitchen and Bath-room.

Apply to—J. D. BARROS, No. 46, Elgin Street.

Hongkong, 26th November, 1902. [3148]

TO LET.

"WESTLEY," UPPER RICHMOND ROAD.

Apply to—LAI CHU PAK, Care of A. S. Wai & Co., Ltd.

Hongkong, 16th October, 1902. [2784]

TO LET.

No. 3, "MAUDALEN TERRACE," MAGAZINE GAP.

Apply to—SPANISH PROCURATION, Hongkong, 1st April, 1902. [977]

TO LET.

OFFICES at 6, QUEEN'S ROAD CENTRAL.

Apply to—G. GIRAULT, Hongkong, 3rd January, 1902. [128]

TO LET.

SPACIOUS NEW HOUSES and FLATS, Cross Street, Des Vœux Road and Pottinger Street. Close to Blake Pier. Specially suitable for Offices, Stores, &c. Rents very moderate.

Apply to—S. A. SETH, Dairy Farm Co., or KWONG SUN TAI, 34, Wing Lok Street.

Hongkong, 27th November, 1902. [3166]

TO LET.

GODOWNS No. 538, Des Vœux Road, on Marine Lot No. 181, on a monthly tenancy or till 31st March, 1903. Possession from 1st December next.

KELLET SPUR, MOUNT KELLET, on a monthly tenancy.

"SKEKE VILLA," PORTFOLIO ROAD, 29, MOSQUE STREET, GROUND FLOOR.

Apply to—LINTSEAD & DAVIS, Hongkong, 7th November, 1902. [2972]

TO LET.

BAHAR LODGE, 46 Peak.

For terms and particulars, apply to—HUMPHREYS ESTATE AND FINANCE CO., LD.

Hongkong, 7th October, 1902. [2678]

TO LET.

ACCOMMODIOUS Six-roomed HOUSE in Conduit Road with Garden and Splendid View of the Harbour.

Apply to—C. F. DE CARVALHO, 14







## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, this Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf, k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	BENGAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON	PELEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th January.
AMSTERDAM & LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th January.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
MARSEILLES, HAVRE, LONDON & ANTWERP	TEENKAI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th January.
MARSEILLES, LONDON & ANTWERP	MALACCA	Brit. str.	—	A. F. Stock	P. & O. S. N. Co.	On 30th inst.
MARSEILLES, LONDON & ANTWERP	SADO MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
BRUSSELS, HAVRE & ANTWERP	OPACK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst., at Daylight.
BRUSSELS, HAVRE & ANTWERP	BAYERN	Ger. str.	2 m.	H. Bloker	MELCHERS & CO.	On 24th inst., at Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	Borek	HAMBURG-AMERIKA LINIE	On 19th inst., at 5 p.m.
HAVRE & HAMBURG	NURNBERG	Ger. str.	—	Jahung	HAMBURG-AMERIKA LINIE	On 13th January.
HAVRE & HAMBURG	SILESIA	Ger. str.	—	Bahls	HAMBURG-AMERIKA LINIE	On 27th January.
HAVRE & HAMBURG	WURZBURG	Ger. str.	—	v. Buzer	HAMBURG-AMERIKA LINIE	On 10th February.
GENOA & HAMBURG	ALBESIA	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 24th February.
NAPLES, LEGHORN & LONDON	HYSON	Brit. str.	—	Schönfeldt	HAMBURG-AMERIKA LINIE	On 31st inst.
TRIESTE, &c., via SINGAPORE, &c.	VINDOBONA	Aus. str.	—	Cobol	BUTTERFIELD & SWIRE	On 23rd inst.
NEW YORK, via PORTS & SUEZ CANAL	CROYDON	Brit. str.	—	—	SANDER, WIELER & CO.	On 18th inst., P.M.
NEW YORK, via PORTS	ADRIA	Ger. str.	—	Schönschmidt	DODWELL & CO., Ltd.	On 20th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	HAMBURG-AMERIKA LINIE	On 30th inst.
VANCOUVER, &c., via NAGASAKI, KOBE & YOKOHAMA	NINGHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 31st inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KINSHU MARU	Jap. str.	—	T. L. Pys	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TACOMA	Brit. str.	—	A. Dixon	DODWELL & CO., Limited	To-morrow.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	SHINANO MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.
PORTLAND, OREGON	INDRASAMA	Brit. str.	2 m.	R. P. Craven	PORTLAND & ASIATIC S.S. Co.	On 20th inst.
AUSTRALIAN PORTS	CHINCHU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 29th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KUMANO MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 1st January, at 4 P.M.
KOBE & YOKOHAMA	CANTON	Brit. str.	—	C. F. Lockstone	P. & O. S. N. Co.	On or about 10th inst.
NAGASAKI, KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 2nd Jan. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
CHEFOO & CHINWANTAO	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HUNAN	Brit. str.	—	—	MESSAGERIES MARITIMES	On 18th inst.
SHANGHAI	LAOS	Brit. str.	2 m.	Flanlin	BUTTERFIELD & SWIRE	On or about 15th inst.
SHANGHAI	WUWONG	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 18th inst.
SHANGHAI	CHINCHU	Brit. str.	—	E. R. Summers	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	BALLARAT	Brit. str.	—	Permitz	MELCHERS & CO.	Quick despatch.
SHANGHAI, via SWATOW & AMOY	DAIJIN MARU	Jap. str.	1 m.	T. Ogata	OSAKA SHOSHEN KAISHA	On 21st inst.
POOCHOW, via SWATOW & AMOY	ASPIN MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSHEN KAISHA	To-morrow.
AMOY, via SWATOW & AMOY	SHIMIZU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHEN KAISHA	On 24th inst.
AMOY, SAMARANG & SOERABAYA	KWEIYANG	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 22nd inst.
SWATOW, AMOY & POOCHOW	HATTAN	Brit. str.	—	Ronch	DODWELL & CO.	To-day, at Noon.
CEBU & ILOILO	KAFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
MANILA DIRECT	RUBI	Brit. str.	—	R. W. Almond	SHAW, FRANK & CO.	To-morrow, at Noon.
MANILA	ROHILLA MARU	Jap. str.	2 m.	E. P. Fisher	SHAW, FRANK & CO.	On 18th inst., at Noon.
MANILA	LOONGSANG	Brit. str.	2 m.	G. S. Weigall	JARDINE, MATHESON & CO.	On 19th inst., at 4 P.M.
MANILA, DIRECT	DIAMANTE	Brit. str.	—	A. H. Noley	SHAW, FRANK & CO.	On 20th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	SANJAN	Brit. str.	—	Schaur	MELCHERS & CO.	Quick despatch.
BOMBAY, via SINGAPORE & COLOMBO	LOONGSANG	Brit. str.	—	J. G. Spence	DAVID SASSOON & CO., Ltd.	To-morrow, at 3 P.M.
	BOMBAY MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 2nd January, at Noon.

## SHIPPING.

## ARRIVALS.

Dec. 14, THES, German str., 934, Ohlrich, Wuhu 10th Dec. and Chinking 11th, Rice and Groundnuts.—JENSEN & CO.  
Dec. 14, THES, German str., 720, Thorsen, Manila 10th Dec. and Ballast.—SANDER, WIELER & CO.  
Dec. 15, ANANDA, Danish str., 1,158, J. B. Carlsen, Bangkok 5th Dec. and Rice.—CHINESE.  
Dec. 15, CARL DIERDORF, German str., 774, G. Schlichter, Hainburg and Hainburg 14th Dec. General.—JENSEN & CO.  
Dec. 15, CHINKIANG, British str., 1,220, Bryner, Shanghai 14th Dec. General.—BUTTERFIELD & SWIRE.  
Dec. 15, CHUNSEANG, British steamer, 1,412, S. Arthur, Swatow 14th Dec. General.—JARDINE, MATHESON & CO.  
Dec. 15, CHUNSEANG, British str., 1,281, Jenkins, Saigon 10th Dec. General.—CHINESE.  
Dec. 15, IAMANTE, British str., 1,254, A. H. Noley, Manila 12th Dec. and Hemp.—SHEWAN, TOMES & CO.  
Dec. 15, GOLIAH, British battleship, 12,950, P. H. Hordson, from Amoy.  
Dec. 15, JACOB DIERDORF, German str., 625, B. Ohlrich, Hainburg and Hainburg 10th Dec. General.—JENSEN & CO.  
Dec. 15, KANIN, Swedish str., 697, G. Petterson, Bangkok 5th Dec. and Rice.—SANDER, WIELER & CO.  
Dec. 15, LAOS, French str., 2,331, Flanlin, Marseilles and Saigon 12th Dec. Mail and General.—MESSAGERIES MARITIMES.  
Dec. 15, LOONGSANG, British str., 1,092, G. S. Weigall, Manila 12th Dec. General.—JARDINE, MATHESON & CO.  
Dec. 15, QUARUA, German str., 1,163, J. Johansen, Bangkok 7th Dec. and Rice.—SANDER, WIELER & CO.  
Dec. 15, SANDAKAN, German str., 1,274, C. Schauer, Sandakan via Manila 4th Dec. Timber and Rattan.—MELCHERS & CO.

## CLEARANCES.

At the Harbour Master's Office.  
15th December.  
Alchons, British str., for Hainburg.  
Arake Maru, Japanese str., for Moji.  
Brand, Norwegian str., for Canton.  
Chinking, British str., for Canton.  
Hainburg, French str., for Hainburg.  
Jacob Dierdorff, German str., for Canton.  
Kana Maru, Japanese str., for Kobe.  
Thak-e, British str., for Swatow.  
Trenont, British str., for Manila.

## DEPARTURES.

14th December.  
DAIJI MARU, Japanese str., for Swatow.  
FRIEDRICH, German str., for Hainburg.  
KANA MARU, Japanese str., for Shanghai.  
LENA, Norwegian str., for Singapore.  
OPACK, British str., for Shanghai.  
SONOKARI, Norwegian str., for Yokohama.  
ULABAND, Norwegian str., for Singapore.  
15th December.  
BRAND, Norwegian str., for Canton.  
CHINKIANG, British str., for Canton.  
INDUS, French str., for Europe.  
KENTORY, U.S. ship, for Manila.  
LOYAL, German str., for Bangkok.  
OONO, British str., for New York.  
TAKA, British str., for Swatow.  
TIGER, German gunboat, for Bangkok.  
TUNGKUN, British str., for Manila.

## VESSELS IN DOCK.

15th December.  
ABERDEEN DOCK.—Michael Jensen.  
Kowloon Dock.—Pharmanag, Argus, Taifu, Kueiyang, Kwong Yok, H.I.G.M.S. First Bismarck, Pronto.  
COSMOPOLITAN DOCK.—U.S.S. Monterey

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND POOCHOW.  
THE Company's Steamship.

"HATTAN."  
Captain Ronch, will be despatched for the above ports TO-DAY, the 16th inst., at Noon.  
For Freight or Passage, apply to  
DOUGLAS LAPELLE & CO.,  
General Managers.  
Hongkong, 13th December, 1902. [334]

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship

"LIGHTNING."  
Captain J. G. Pearce, will be despatched for the above ports TO-MORROW, the 17th inst., at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON & CO., Ltd.,  
Agents.  
Hongkong, 12th December, 1902. [3320]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR  
FRIEDRICH (DIRECT),  
Calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEN, SUEZ AND PORT SAID.  
(Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)  
THE Company's Steamship

"VINDOBONA."  
Captain Cobol, will be despatched as above on THURSDAY, the 18th December, P.M.  
This Steamer has Capital Accommodation for Passengers, Electric Light, and carries a Doctor.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & CO.,  
Agents,  
Princes' Buildings.  
Hongkong, 29th November, 1902. [3309]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR MANILA.  
THE Company's Steamship  
"LOONGSANG."  
Captain G. S. Weigall, will be despatched as above on FRIDAY, the 19th inst., at 4 P.M.  
This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 15th December, 1902. [3349]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.  
FOR SHANGHAI, PORT ARTHUR AND VLADIVOSTOK.  
THE Russian Steamer  
"KOREA."  
Captain Pernitz, will be ready to load here on or about the 15th December, for the above ports, and will have quick despatch.  
For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 27th November, 1902. [3174]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.			
R.M.S.	NAME	Tons	WEDNESDAY, 17th Dec.
R.M.S.	"EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 17th Dec.
R.M.S.	"ATHENIAN"	3,882 Tons	WEDNESDAY, 31st Dec.
R.M.S.	"EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 14th Jan.
R.M.S.	"EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 11th Feb.
R.M.S.	"TAKARA"	4,225 Tons	WEDNESDAY, 25th Feb.
R.M.S.	"EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 11th Mar.
R.M.S.	"ATHENIAN"	3,882 Tons	WEDNESDAY, 18th Mar.
R.M.S.	"EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 1st April
R.M.S.	"EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 22nd April
R.M.S.	"TAKARA"	4,225 Tons	WEDNESDAY, 6th May
R.M.S.	"EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 13th May
R.M.S.	"ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TAKARA" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, good for 4, 6, 9, and 12 months.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
J. L. BROWN, General Agent,  
Pender Street.

6]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.			
STEAMERS.	DESTINATIONS.	SAILING DATES.	
TAMBA MARU	NAGASAKI, KOBE and YOKOHAMA	TUESDAY, 16th Dec.	at 4 P.M.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE & YOKOHAMA	TUESDAY, 16th Dec.	at 4 P.M.
SADO MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	AT DAYLIGHT.	
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 27th Dec.	at Noon.
A. E. Moses	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 30th Dec.	at 4 P.M.
SHINANO MARU	KOBE and YOKOHAMA	TUESDAY, 30th Dec.	at 4 P.M.
W. Thom.	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 1st Jan.	at 4 P.M.
KUWANO MARU	KOBE and YOKOHAMA	FRIDAY, 2nd Jan.	at DAYLIGHT.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 2nd Jan.	at DAYLIGHT.
BOMBAY MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 2nd Jan.	at Noon.

Through Passenger Tickets issued to the British Colonies in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.  
A. S. MIHARA, Manager.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND RALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALTSTON AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLAC & IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.			
STEAMERS.	DESTINATIONS.	SAILING DATES.	
BAYERN	HAVRE and HAMBURG	On 19th Dec.	Freight.
KONIG ALBERT	NEW YORK, via PORTS	at 5 P.M.	Freight.
PRINZESS IRENE	GENOA and HAMBURG	On 31st Dec.	Freight.
DAHMSTADT	(Calling at Singapore and Penang)	On 13th Jan.	Freight.
KARLSRUHE	HAVRE and HAMBURG	On 27th Jan.	Freight & Passengers.
PREUSSEN	(Calling at Singapore and Penang)	On 27th Jan.	Freight & Passengers.
HAMBURG	HAVRE and HAMBURG	On 10th Feb.	Freight & Passengers.
PRINZ HEINRICH	(Calling at Singapore and Penang)	On 24th Feb.	Freight.
SACHSEN	HAVRE and HAMBURG	On 24th Feb.	Freight.
KIAUTSCHOU	(Calling at Singapore and Penang)	On 24th Feb.	Freight.
BAERN	HAVRE and HAMBURG	On 24th Feb.	Freight.
KONIG ALBERT	(Calling at Singapore and Penang)	On 24th Feb.	Freight.

ON WEDNESDAY, the 24th day of December, 1902, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Bloker, with MATLS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 22nd December, and Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 23rd December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewards. Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO., AGENTS.  
Hongkong, 11th December, 1902. [5]

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.			
STEAMERS.	DESTINATIONS.	SAILING DATES.	
SUEVIA	HAVRE and HAMBURG	On 19th Dec.	Freight.
Capt. Borek	(Calling at Singapore and Colombo)	at 5 P.M.	Freight.
ADRIA	NEW YORK, via PORTS	On 30th Dec.	Freight.
Schönschmidt	GENOA and HAMBURG	On 31st Dec.	Freight.
ALBESIA	(Calling at Singapore and Penang)	On 13th Jan.	Freight.
NURNBERG	HAVRE and HAMBURG	On 27th Jan.	Freight & Passengers.
Capt. Jahung	(Calling at Singapore and Colombo)	On 27th Jan.	Freight & Passengers.
SILESIA	HAVRE and HAMBURG	On 10th Feb.	Freight & Passengers.
Capt. Bahr	(Calling at Singapore and Penang)	On 24th Feb.	Freight.
WURZBURG	HAVRE and HAMBURG	On 24th Feb.	Freight.
Capt. v. Buzer	(Calling at Singapore and Penang)	On 24th Feb.	Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG	On 24th Feb.	Freight.

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE.  
QUEEN'S BUILDINGS, No. 1.

## NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
TACOMA	A. Dixon	2,811	December 17th
TELEMON	J. Paxton	9,600	December 20th
VICTORIA	J. Paxton	3,502	January 3rd

Steamers marked \* have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight, Passage, and Freight, apply to  
DODWELL & COMPANY, LIMITED,  
GENERAL AGENTS.  
Hongkong, 15th November 1902. [7]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR		STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA, VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea) .....	CANTON .....	C. F. Lockstone .....	About 16th December	Freight or Passage.
SHANGHAI .....	BALLARAT .....	F. R. Summers .....	About 19th December	Freight or Passage.
LONDON, &c. ....	BENGAL .....	A. L. Valentini .....	Noon, 20th December	See Special Advertisement
MARSEILLES, LONDON and ANTWERP .....	MALACCA .....	A. F. Street .....	Noon, 24th December	Freight or Passage.



## OCEAN STEAM SHIP COMPANY, LD.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 31st December.
GLASGOW and LIVERPOOL	"PELOPS"	On 8th January.
GLASGOW and LIVERPOOL	"PELOPS"	On 14th January.
GLASGOW and LIVERPOOL	"PELOPS"	On 28th January.
HOMEBWARDS.		
TO	STEAMERS	DATE
AMSTERDAM and LONDON	"PELOPS"	On 23rd December.
LONDON	"PELOPS"	On 8th January.
LONDON	"PELOPS"	On 14th January.
LIVERPOOL	"PELOPS"	On 28th January.

Hongkong, 15th December, 1902.

BUTTERFIELD &amp; SWIRE, AGENTS.

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"NINGHOW"	On 25th December.
GLASGOW and LIVERPOOL	"PAKING"	On 2nd January.
GLASGOW and LIVERPOOL	"CHINGWO"	On 3rd February.
HOMEBWARDS.		
TO	STEAMERS	DATE
MARSEILLES, HAVRE, LONDON and ANTWERP	"TEENKAI"	On 20th December.
NAPLES, LEGHORN and LONDON	"HYSON"	On 23rd December.
MARSEILLES, HAVRE and AMSTERDAM	"OOPACK"	On 16th January.

## TRANS-PACIFIC SERVICE.

FROM	STEAMERS	DATE
VANCOUVER and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA	"NINGHOW"	On 27th December.

Hongkong, 15th December, 1902.

BUTTERFIELD &amp; SWIRE, AGENTS.

## CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	DATE
SHANGHAI	"CHINGTUNG"	On 17th December.
SHANGHAI	"WUJONG"	On 18th December.
CHIEFOO and CHINWANTAO	"HUNAN"	On 18th December.
CHEU and ILOILO	"KAIKONG"	On 18th December.
AMOY, SAMARANG and SOERABAYA	"KWEIYANG"	On 22nd December.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, BRISBANE, SYDNEY and MELBOURNE	"CHINGTUNG"	On 29th December.

Hongkong, 16th December, 1902.

BUTTERFIELD &amp; SWIRE, AGENTS.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

FROM	STEAMERS	DATE
PROPOSED SAILINGS FROM HONGKONG TO MOI, KORE		
AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.		
"INDRA SAMRA"	5,197 Tons, E. P. Craven, Captain	December 20, 1902
"INDRA VALLI"	4,899 Tons, W. C. Craven, Captain	January 14, 1903
"INDRA PURA"	4,899 Tons, A. E. Hollingsworth, Captain	February 14, 1903

Hongkong, 9th December, 1902.

ALLAN CAMERON, GENERAL AGENT.



## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila Direct.	17th Dec. at Noon.
DIAMANTE	2540	A. H. Noley	Do.	20th Dec. at Noon.
ZAFIRO	1980	R. Rodger	Do.	24th Dec. at Noon.
PERLA	1980	J. McGinty	Do.	28th Dec. at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES &amp; CO., GENERAL MANAGERS.

Hongkong, 16th December, 1902.

## OSAKA SHOSEN KAISHA.

FROM	STEAMERS	DATE
PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.		
TAMSU, VIA SWATOW	"DAIJIN MARU"	SUNDAY, 21st December.
TAMSU, VIA SWATOW	"DAIGI MARU"	SUNDAY, 28th December.
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 17th December.
ANPING, VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 24th December.

The Co.'s new Steamers are specially designed for the coast-trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a fully qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 16th December, 1902.

T. ARIMA, Manager.

## VESSELS ON THE FERTH

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"LAOS"  
Captain Flaudin, will be despatched for the above ports on or about the 15th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 10th December, 1902.



## TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship

"ROHILLA MARU"

3,800 Tons, Captain E. P. Bishop, will be despatched for MANILA on FRIDAY, the 19th inst. at Noon.

To be followed by the "ROSETTA MARU," on or about the 24th inst.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Princo's Buildings, 100 House Street, Hongkong, 16th December, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 24th December, at Noon, taking passengers and cargo for the above Ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 8th December, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"CROYDON" ... About 27th Dec.

"MOGUL" ... 6th Jan.

"HINDUSTAN" ... 15th Jan.

"SHIMOSA" ... To follow.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 12th December, 1902.

## CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersecretary.

NEXT SAILINGS.

"CHINGTUNG" ... leaves on 29th December.

"TAIYUAN" ... " 20th January.

"TSINAN" ... " 18th February.

"CHANGSHA" ... " 7th March.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Preserved Food during the entire voyage. Daily qualified European Surgeons carried.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, Agents.

China Navigation Co., LD.

Hongkong, 8th December, 1902.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INNO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 4th August, 1897.

SAVARESSE'S SANDAL CAPSULES

Not made of Guttapercha, most efficacious, because absolutely pure Guttapercha.

Full Directions. All Chemists.

Insist on Savarasse's.

Hongkong, 21st October, 1902.

SAVARESSE'S SANDAL CAPSULES

Not made of Guttapercha, most efficacious, because absolutely pure Guttapercha.

Full Directions. All Chemists.

Insist on Savarasse's.

Hongkong, 21st October, 1902.

SAVARESSE'S SANDAL CAPSULES

Not made of Guttapercha, most efficacious, because absolutely pure Guttapercha.

Full Directions. All Chemists.

Insist on Savarasse's.

Hongkong, 21st October, 1902.

SAVARESSE'S SANDAL CAPSULES

Not made of Guttapercha, most efficacious, because absolutely pure Guttapercha.

Full Directions. All Chemists.

Insist on Savarasse's.

Hongkong, 21st October, 1902.

SAVARESSE'S SANDAL CAPSULES

Not made of Guttapercha, most efficacious, because absolutely pure Guttapercha.

Full Directions. All Chemists.

Insist on Savarasse's.

Hongkong, 21st October, 1902.

SAVARESSE'S SANDAL CAPSULES

Not made of Guttapercha, most efficacious, because absolutely pure Guttapercha.

Full Directions. All Chemists.

Insist on Savarasse's.

Hongkong, 21st October, 1902.

SAVARESSE'S SANDAL CAPSULES

Not made of Guttapercha, most efficacious, because absolutely pure Guttapercha.

Full Directions. All Chemists.

Insist on Savarasse's.

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at Hongkong.

Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, at Singapore.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Howland-Nugent, at Hongkong.

Amphitrite, 1st class cruiser, 11,000 tons, 18 guns, 3,000 h.p., Capt. Charles Windham, C.V.O., at Weihaiwei.

Arcturion, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starin, at Penang.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Singapore.

Blackburn, 1st class cruiser, 9,000 tons, 12 guns, 2,411 h.p., Capt. F. G. Stopford, at Singapore.

Brantford, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. F. M. Leake, Yangtze.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Thea. D. Pratt, at Bangkok.

Crossy, cruiser, 12,000 tons, 14 guns, 23,000 h.p., Capt. Henry M. T. Tudor, at Singapore.

Eclipse, cruiser, 5,600 tons, 11 guns, Captain Stokes, at Hongkong.

Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, at Singapore.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Cyrie Asser, at Hongkong.

Fearless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, at Shanghai.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., in reserve.

Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. A. W. Carter, at Hongkong.

Goliah, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. F. H. Henderson, C.M.G., at Hongkong.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at Hongkong.

Humber, storeship, 1,640 tons, Comdr. John D. Janus, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Kinga, river gunboat, 351 tons, Lieut. Comdr. G. B. Powell, at Yangtze.

Moorehead, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. G. Webster, at Samshui.

Mutine, sloop, 820 tons, 10 guns, Comdr. J. W. M. Flinders, at Yangtze.

Ocean, battleship, 12,350 tons, 16 guns, 13,500 h.p., Captain Richard W. White, at Hongkong.

Otter, torpedo-boat destroyer, 350 tons, in reserve.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Hongkong.

Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Keynolds, at Yangtze.

Ramirez, surveying ship, 583 tons, Capt. Morris H. Smyth, at Amoy.

Rivado, sloop, 950 tons, 6 guns, Comdr. D. S. Anthon, at Newchwang.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John P. Irwin, at Samshui.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Murray MacG. Lockhart, at Samshui.

Snake, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Ernest W. G. Davidson, at Yangtze.

Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in reserve.

Talbot, cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Lewis Bayley, at Mira Bay.

Tamar, receiving ship, 4,600 tons, 6 guns, Comdr. Robinson, A.D.C., at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. R. W. Dalgley, at Yangtze.

Tweed, gunboat, 332 tons, 3 guns, 200 h.p., at Ichang.

Vestal, sloop, 980 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Farquhar, Straits.

Waterloo, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. E. C. Hardy, at Mira Bay.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. Comdr. H. L. Wells, at Hongkong.

Wiven, coast defence ship, armed, 2,750 tons, 1,000 h.p., in reserve at Hongkong.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Ronald E. Chilcott, at Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Hugh G. Somerville, at Yangtze.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Nekhmetoff, Russian cruiser, 9,000 tons, Capt. Stannan, en route Hongkong.

Albatross, Russian gunboat, 8 guns, 1,200 h.p., Capt. Guinter, at Vladivostok.

Albatross, French cruiser, 300, Lieut. Aoun Belloy, at Amoy.

Amiral Charner, French gunboat, 450 tons, Capt. Baschne, at Saigon.

Annapolis, American gunboat, 1,000 tons, 10 guns, 177 h.p., Comdr. Karl Rohrer, at Uraga.

Asio, French gunboat, 475 tons, 3 guns, 450 h.p., Comdr. Journe, at Saigon.

Buffalo, American cruiser, Capt. Ross, en route Manila.

Bengali, French gunboat, 520 tons, Lieut. Fille, at Pakhoi.

Bobr, Russian gunboat, 350 tons, 2 guns, 1,150 h.p., Capt. Dobrovolsky, at Hakodate.

Brooklyn, American (flagship) armed cruiser, Captain C. C. Felt, at Manila.

Bugard, French cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Lefevre, in Korean waters.

Russard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassowitz, at Nagasaki.

Chassaloup Laubat, French cruiser, 3,800 tons, Capt. De Esplaigny St. Luc, at Saigon.

Comete, French gunboat, Capt. Lowel, in Gulf of Tonkin.

Decade, French gunboat, 690



